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18th
ANNIVERSARY
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ROUND 4 - WALL, NJ - JUNE 26/27
ROUND 5 - FUJI SPEEDWAY - JULY 11/12

ROUND 6 - MONROE, WA - JULY 24/25
ROUND 7 - FORT WORTH, TX - AUG. 21/22
ROUND 8 - MONTREAL - SEPT. 6/7
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ROUND 10 - CHINA - NOV. (TBD)

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18

Congratulations to SUPER STREET on Eighteen Years of Must-See Action!

SPEC
CLUTCHES & FLYWHEELS







LIGHTERS UP

Vitaly Sopkin's 2J-powered Nissan S13 backfires like a boss! Full story on P. 34

Photo: Dax Rodriguez

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THE SHOW GOES ON! WE'RE NOT LEAVING!



When I brought up to my bosses that it was *Super Street*'s 18th anniversary this year, they turned their heads and looked at me like, "So what's the big deal?" OK, hear me out... Granted, we aren't anything like *Hot Rod* (established '48) or *Motor Trend* (established '49), but *Super Street* turning 18 years old is kind of a big achievement. Started by Peterson Publishing, we were an experiment when the performance car market began hitting it big. At the time, *Sport Compact Car* (established '88) was one of a few sources that offered enthusiasts a place to read about aftermarket parts, car comparisons, and anything else related to the tuning world. When we were born, we became the black sheep of the automotive publishing industry.

We don't always dot our i's or conform to the normal rules of a car magazine. Our audience consisted of people like you and me who bought their first Civic or 240 to look cool, go fast, race against their friends, be rebellious, and pick up chicks. They wanted to read about the cheap and easiest way to make power, where to buy rare parts, see what the cool kids were doing to win shows, as well as know which models to stalk at the next event. The content of the mag has developed over the years, but it has always stayed true to the current and future state of the tuning scene. This has included everything from the "riciest" builds that graced the big screen to the timeless JDM time attack cars we still emulate today.

So while I've only been with the mag since '11, it's been an honor to be a part of the *Super Street* legacy. It hasn't been easy following in the footsteps of Matt Pearson, Rich Chang, John Naderi, and Jonathan Wong, but thankfully, I've had the pleasure to work with some amazing mentors and passionate enthusiasts to help evolve the *Super Street* brand to what it is today.

POWER IN NUMBERS

Are you following us on social? As media has evolved, our audience is more global and bigger than ever!



2.3 million 3.3 million 4

DON'T MISS!

The gang and I picked 18 of our favorite covers of all time on p 26. It wasn't the easiest thing to do and we certainly missed some winners, but hopefully the throwback article brings you down memory lane and shows you how far we've come!

OUR BABY

MAY '15

No issue has meant so much to the current staff as May '15. It featured our Scion Tuner Challenge FR-S we built for SEMA '14. The issue also gave a behind-the-scenes look at *Furious 7*, a movie franchise that while cheesy and sometimes lame as hell, has brought in thousands, if not millions of new enthusiasts to the scene. We also introduced the best paper quality (even better quality than *Motor Trend*) and design we've ever had! Wool!

Sam Du
Editor-in-Chief



SUPER STREET

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ASIDE

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20x10



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WORST OF THE WORST

UGLY TRENDS IN HISTORY



WORDS Jofel Tolosa PHOTOS SS Archives

Have you ever looked back at old photos and wondered how that certain outfit or haircut was ever cool? The same goes for some of the parts we've installed on a few

of our first project cars. With this 18th anniversary issue, we've decided to rewind time and look back at the scene a couple decades ago to highlight some of the worst tuner trends that have taken place in the industry. Of course, what's mentioned is purely subjective, but we think most of you will agree.



VERTICAL DOORS

We can all agree that vertical doors are best reserved for exotic cars like a Lamborghini or McLaren. We understand you want to be different and stand out, but this is most certainly not the way.

Acceptable: Vertical doors are only acceptable if the car came with it from the factory. All aftermarket vertical door kits need to go away.



ICE

At its peak, the In Car Entertainment (ICE) of a car looked like a Best Buy television showroom floor, complete with the latest gaming console, neon lights, multiple subwoofers, you name it...

Acceptable: Some people are just into car audio. This would make sense in an SUV, luxury cars, or DUB-style vehicles, if you're into that kind of stuff.

RACING STRIPES

The racing stripes you normally see on muscle cars were simply to align the driver's line of sight in the event of a spinout. For reasons unknown to man, racing stripes were applied on show cars.

Acceptable: This trend is still around and only works for muscle cars or built track cars.



BODY CONVERSIONS

While we appreciate the DIY factor of this trend, we're glad to see it go. Things like Kouki Nissan 240SX headlights on a Honda Accord or Toyota Supra taillights on a Mitsubishi Eclipse aren't meant to mix and match. Identity crisis, much?

Acceptable: Time and time again, we are reminded that Japan gets the good stuff while we are stuck with the watered-down variants. This is especially true when it comes to aero and lighting. It's OK to do a conversion if it resembles its JDM counterpart such as a Levin conversion on an AE86 Corolla GT-S, one-piece headlights for the Integra, or Silvia headlights to replace the pop-ups on a 240SX.



UNDERGLOW NEON

I'm sure many of you remember the first time you saw it on the big screen—Toretto, his squad, and a few black Honda Civics equipped with green underglow neon hijacking semi-trucks. If you still insist on rockin' these, we hear Disneyland can use some more neon lights for its night parade.

Acceptable: Extra lights are acceptable when it comes from the factory. Car makes such as Mercedes and Audi have daytime running lights and the Subaru BRZ has illumination footwell LEDs. A few VIP car builders also use lights, but if you do, do it tastefully.



WANNABE JDM ACCESSORIES

Nothing gets us more riled up than these ridiculous "JDM" accessories. Let's get it clear: Domo Kun, Wakaba badges, and I heart JDM stickers do not make your car look cool. The famous Domo character is an official mascot of a Japanese television station and the Wakaba badge symbolizes driver experience. The common green and yellow V-shaped symbol represents that you're a beginner driver and essentially warns other drivers to stay away from you. Do us a favor and remove these accessories.

Acceptable: A Domo doll is acceptable for your kids to play with. In the case of Wakaba badges, it's only acceptable for new drivers in Japan. In fact, new drivers must display it on their cars for one year.





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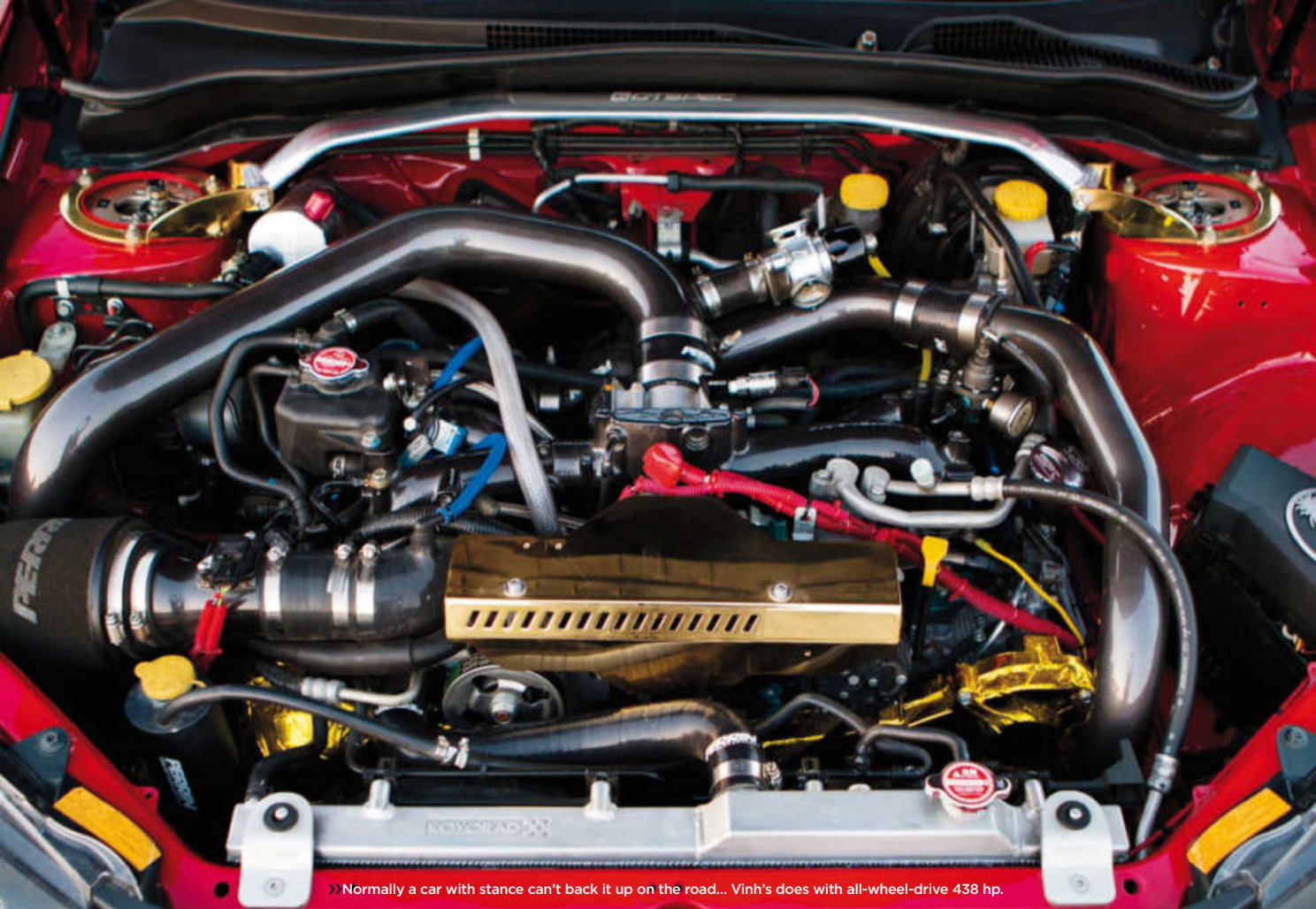


ALL I DO IS VINH

VINH LUONG'S STI DOES MORE THAN JUST STANCE



>> Kevlar-made Brides are all this interior needs.



>>Normally a car with stance can't back it up on the road... Vinh's does with all-wheel-drive 438 hp.

WORDS **Sam Du** PHOTOS **Dax Rodriguez**

"I like to live in the moment and do hoodrat stuff with my friends," started 23-year-old Vinh Luong of Northern California. We couldn't agree more with his philosophy on life. Who doesn't love YOLOing and doing dumb hoodrat shit all the time? Vinh reminds us old folks about how fun it was to be in our late teens and also what it was like to build our first project car.

Vinh's '09 Subaru STI has been a six-year journey of ups and downs, and it all started in high school when he fell in love with

the Hellaflush movement. "That's when I met a couple of my closest friends, before Royal Origin is what it is today. We grew up and bonded, and from there, life became cars and friends. We would cruise around, sit in parking lots all night, and talk about anything and everything." Whether it was talking about boobs or boost, incredibly strong friendships were made, and the Royal Origin clique that Vinh grew up with became like family. Their friendships also helped mold how Vinh's STI is today.

Starting with his stance game, the project had to have the perfect suspension and wheels. "Wheels are like the shoes for the car. They can make or break the look," Vinh noted. With that said, you'll only find a set of the finest JDM wheels a college kid can





TUNING MENU '09 SUBARU STI

OWNER VINH LUONG

HOMETOWN SAN FRANCISCO, CA

OCCUPATION SALES/MARKETING AT VECTOR FABRICATION

POWER 438 whp; 424 lb-ft of torque on E85

ENGINE TOMEI ARMS M7960 turbo, headers, head gaskets, silicone turbo inlet, timing belt, rods, Poncams, valvesprings; ARP head studs, ACL rod and main bearings; CP forged pistons; 1,000cc ID injectors; Perrin short ram intake, front-mount intercooler, radiator bracket and hoses; Megan Racing downpipe; MxP exhaust; Turbosmart blow-off valve; Koyo radiator; GReddy catch can; Killer B Motorsport oil pickup

DRIVETRAIN Exedy stage 1 HD clutch; ACT flywheel

ENGINE MANAGEMENT Cobb Tuning Accessport, three-port boost controller; AEM 3.5 bar map

FOOTWORK & CHASSIS BC Racing coilovers; Cusco sway bars; GTSPEC strut bar dipped in 24K gold; Megan Racing rear control arms; Whiteline rear toe arms

BRAKES Brembo front and rear big brake kit

WHEELS & TIRES 18x11" Work Meister S1 wheels; 245/35R18 Falken Azenis FK453 tires

EXTERIOR Chargespeed front lip, side skirts; ARP carbon-fiber brake cooling ducts; Perrin wing riser kit; Ganador mirrors

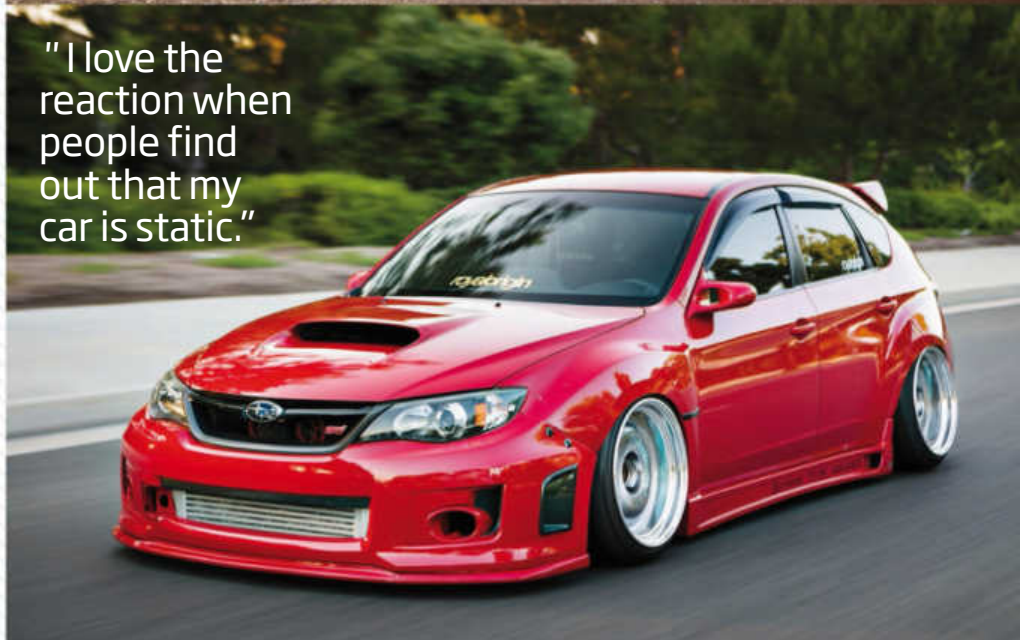
INTERIOR Bride Gias seats; WC Lathe Werks titanium shift knob; Prova SI-Drive knob; Defi boost, oil pressure, EGT gauges; SMY center triple gauge pod GTSPEC steering wheel; AEM air/fuel wideband gauge

THANKS YOU my amazing girlfriend, Rica, she always has my back; my family and the Royal Origin family; Abbitt at Awfilms/Awstickers; Logan at WorkWheels; Taka at TOMEI; Ian at Falken; Calvin at GTSPEC; Brandon and Devin from UAC; Erik at WestJonesAuto; Dave at MindsCorp



» Fitment on point with the 18x11" Work Meisters, and it's static, too!

"I love the reaction when people find out that my car is static."



AWESOME STI IN HISTORY APRIL '09

Because JUN Auto's STI stole the '08 Tokyo Auto Salon, we had to throw it on our cover! Advan RS-D wheels, ings+1 kit, plus all the necessary bolt-ons made it one the sexiest Subaru STI GRB street cars of all time!



save up for and buy—Work Meister S1s. Of course, the wheel specs had to be as wide as possible, so Vinh opted for 18x11" with stretched 245-series Falkens around all four corners.

Being as low as possible was equally important and it surprised even us to find this STI is not on air ride but BC Racing coils. "I love the reaction when people find out that my car is static," he laughed.

The rest of the exterior is kept clean and simple with a Chargespeed front lip and sides, Perrin rear wing, and Ganador mirrors. In our opinion, it's just the right amount of add-ons as to not take away from the hatchback's fitment and flow.

By now, most stanced cars would be finished; however, Vinh had higher goals. And once the stock motor blew, plans accelerated for a full rebuild. "It was the most stressful part of the project, especially with the situation being so unexpected. I was in school at the time, but luckily I had good support from my family, friends, and sponsors. I couldn't find the time to work on the car myself, so the engine was rebuilt by some good buddies of mine, Devin and Brandon at Unlimited Auto Craft. All parts were selected by us, with power goals and budget being deciding factors."

The 2.5L EJ motor was upgraded with forged pistons from CP, ACL bearings, ARP head studs, as well as a host of goodies from TOMEI, which included a bigger turbo, headers, cams, and more. With all the right parts moving in unison together, Church Automotive performed its magic on the computer to squeeze 438 whp and 424 lb-ft of torque using E85. "The goal at the time was to push some real power, but also to try and be conservative. I wanted a reliable slammed race car, which doesn't really make sense," he laughed. "But at the end of the day, the car is unique because of the combination of stance and power. Not many people drive around that low and with that kind of power." 🇺🇸



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STRONG BEACH

SCENE: WEKFEST LA; QUEEN MARY EVENTS PARK—LONG BEACH, CA

WORDS & PHOTOS Jofel Tolosa

Fans will agree, more often than not, the wait for Wekfest Los Angeles is well worth it. Skeptics might think they'll see the same cars they've seen for years on the California show circuit. But as soon as they walk through the gates, they are confronted with a different reality. The Wekfest staff handpicks every car on display, many aren't from Southern California, and chances are there is something new and exciting to see.

As always, the show brought out high-caliber builds, but these five cars were on another level. Be sure to roll through superstreetonline.com for the full gallery! 📸



»»JOSUE TOVAR'S ACURA NSX

No, those fender flares aren't Rocket Bunny, but rather custom CCSNA1 fenders made by Chicos Chop Shop. Josue is also running on rebarreled Sprint Hart CPRs. Straight stuntin'.



»»REGGIE MAH'S SCION FR-S

We hear this guy is pretty Insta-famous. I mean, why wouldn't he be with this unique Varis and Rocket Bunny hybrid?



»»CHEN HUANG'S ACURA INTEGRA

There were a lot of Hondas at Wekfest, which makes it more difficult to stick out. Chen brought out his Integra from, get this, Iowa! If that's not passion, we don't know what is.



»»TOM SICK'S HONDA S2000

Our third Honda on this list, but can you really blame us? The ASM front bumper, Circuit Garage fender flares, and badass tucked and turbocharged F22 got us drooling.



»»ROB PANLILO'S PORSCHE 930

This Porsche 930 is the same one Nakai built and debuted at the '12 SEMA Show. Since then, Rob Panlilo from Crooks and Castles put his own spin on it, keeping the Work Meister M1 wheels and ditching the Rubystone Red paint and the OEM "super whale tail" for a subtle gray paint and a duckbill-style wing.



BFGoodrich® Tires, MOTOR TREND and FOUR WHEELER invited performance driving enthusiasts to submit a short video proving he or she was indeed "driver enough" to lay down the fastest lap time behind the wheel of a 2015 Mustang GT and a 2014 Ford Raptor. Six winners were handpicked from around the country and flown out to Willow Springs International Raceway, just north of Los Angeles, to challenge themselves and each other behind the wheel. To make things even more interesting, another 50 local enthusiasts were presented with the opportunity to sign up through a microsite to partake in the event.

The Driver Enough Challenge consisted of a customized road course as well as a rough and demanding off-road track. The road course challenged participants through a series of fast straights, tight corners and a host of elevation changes. Adjacent to the road course, the rugged off-road track was designed to test the drivers' skills behind the wheel on rough, rocky terrain.

In addition to a classroom "chalk talk," professional driving instructors demoed the fastest lines around each respective course, and our challengers were also introduced to our celebrity BFGoodrich performance pro drivers who set baseline lap times on each course, thus setting the ultimate time to beat.

Brad Lovell has raced and won many off-road races including: Baja 1000, Ultra 4, TORC, and nearly every other off-road discipline. His on-road counterpart, Andrew Comrie-Picard, has won the North American Rally Championship, holds a string of 17 consecutive Rally America podiums and is an X Games Rally medalist.

Lovell and ACP weren't the only two glitterati at the Driver Enough Challenge. Road racing legend

Tommy Kendall made an appearance, as did *Motor Trend's* globetrotting Editor-in-Chief, Ed Loh. Additionally, Rick Péwé, Content Director of the *Four Wheeler* Network, offered his insight and tips for the off-road portion.

BFGoodrich® Tires took full advantage of the event to prove its tires were also up to the task at hand. The on-road course featured a group of brand-new 2015 Mustang GT's

"CHALLENGERS WERE INTRODUCED TO OUR CELEBRITY PRO DRIVERS WHO SET BASELINE TIMES ON EACH COURSE"

fitted with g-Force™ Comp-2™ A/S tires, BFGoodrich® Tire's best-ever, ultra-high performance all-season tire. The g-Force™ Comp-2 A/S™ rubber gave the challengers the ability to accelerate faster and brake harder in their quest for fast times.

The off-road course proved to be the perfect

setting for 2014 Ford Raptors outfitted with BFGoodrich® Tire's All-Terrain T/A® KO2 meats. The All-Terrain T/A® KO2's tougher sidewalls, gravel endurance and improved traction all worked wonders on the off-road course as they helped the drivers hook up and push ahead.

Once the dust settled and the track went cold, each challenger's cumulative times and overall performance of on and off-road runs were calculated to determine our winners. Wade Koehl from Cypress, TX, came home with third, Gardner Nichols from Boulder, CO, took second place, and Mike Iler, from Redlands, CA, took home first place and won the grand prize of a new set of BFGoodrich® Tires.

Our pro drivers were astonished with Iler's uncanny ability to lay down consistent, controlled and fast lap times, particularly as he doesn't have any prior racing experience. Iler lapped the off-road course within a tenth of a second of Lovell's pro lap time, and proceeded to beat the on-road pro by nearly a second!

The Driver Enough Challenge was such a success that similar events may be planned in the future. Think you're driver enough? You might get the chance to prove it soon!



A photograph of a Japanese street at dusk. A large, dark tree trunk is in the foreground, leaning towards the right. In the background, there are traditional Japanese buildings with tiled roofs and streetlights that are glowing. A car's headlight is visible on the right side of the frame.

BAD BITCHES IS THE ONLY THING THAT I LIKE

HIROSHIMA'S
DRIFTING
HEROINE

WORDS Steve Enomoto
PHOTOS Colin Waki





»Lavender never looked so good on these Work Meister S1Rs.



AWESOME R32 SKYLINE IN HISTORY DECEMBER '10

One R32 Skyline we simply can't keep out of our minds is the Auto Gallery Yokohama (AG-Y) GT-R. At 890 hp and equipped with all the right parts for time attack, this privateer team hung with all the top dogs at Fuji Speedway and did it with style.

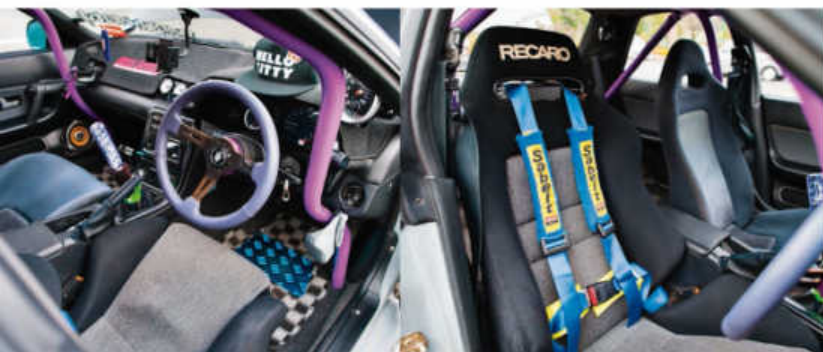


Back in its heyday, we would often hear stories of how packed the infamous Daikoku Futo car meets were in Yokohama, Japan. From Nissan Skylines to Honda Civics, people would wait up to three hours just to get in. However, in recent years, the meets haven't drawn as big of a crowd as before and the new younger generation of car buyers isn't interested in the tuning scene like before. This is even truer for female car enthusiasts, which were already low in numbers to begin with. Today, finding a car girl in Japan is as rare as smelling a fart in a sandstorm—highly doubtful but...not *completely* impossible. This is why the story of Tomiko and her four-door Nissan Skyline is so phenomenal.

Tomiko is simply bad—and we're talking bad meaning good! Not only did she build this wild-looking '91 Skyline sedan, but she drifts it on the regular. She claims the pseudonym "1035," where in Japanese, the numerical value 10-3-5 can be creatively pronounced "To-Mi-Go." This Skyline sedan is Ms. Tomiko's latest toy in which she acquired the vehicle "on the cheap" solely to practice her drifting skills.



»She's as rare as they come. Tomiko lives her life sideways!



»The lavender theme is continued to the six-point 'cage, Grip Royal wheel, and shift knob.

What caught our attention first about her R32 are the stickers. They're not just slapped on but deeply thought out and carefully placed. In some cases, a measly sticker will actually make or break the entire execution of a vehicle build, so it should never be scoffed at. The Japanese actually call this approach "Sticker Tune," which is similar to an unappreciated urban art, where it is expressed on an unconventional canvas. In Tomiko's case, the focal point is the U.S. Air Force livery across the front fenders combined with the gray undercoat, indicating the fighter jet-esque theme. We think you'll agree that this type of modification can be pulled off only in Japan without even remotely looking like a ricer. Oh, and the fact that she's a female drifter with an R32 Skyline helps with the cool factor, too!

The seemingly unmodified inline-six RB25DET engine



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TUNING MENU '91 NISSAN SKYLINE

OWNER TOMIKO

HOMETOWN HIROSHIMA, JAPAN

OCCUPATION DRIFT JUNKIE

ENGINE RB25DET engine; R33 Zenki turbocharger; R32 GT-R fuel pump; HPI exhaust manifold, spark plugs; HKS Power Flow air filter; Go-Welding original suction pipe, exhaust

DRIVELINE NISMO clutch

SUSPENSION & CHASSIS Blade coilovers with 24k front, 16k rear MAQ5 springs; Saito six-point rollcage

BRAKES Project Mu pads

WHEELS & TIRES 17x9" +5 front, 17x9.5" -6 rear Work Meister S1R wheels finished in 1035 Lavender; 215/40R17 front Dunlop DZ102, 215/45R17 rear Nankang NS2 tires

EXTERIOR URAS aero kit; Air Force gray paint

INTERIOR Recaro SR3 seat; R32 GT-R seat; Grip Royal steering wheel; bubble shift knob; GReddy Profec boost controller; Auto Meter tachometer and gauges; Kenwood head unit

THANKS YOU Go-Welding, Inoue Jidousha, Sign Harrows

>>>Not the prettiest bay, but this 400hp RB25DET is put to good use on the track.



>>>"Sticker tuned" suitcase to match!



provides powerful torque as is, where simply a GReddy boost controller can be a night-and-day driving experience. Other notable power mods are the larger Zenki R33 turbo, HPI manifold, and the Go-Welding stainless steel air suction system. Although it is not disclosed, it is speculated that the vehicle is pushing roughly 400 hp.

JDM-ness is plentiful on the exterior of the car starting with the Blade suspension that's been tuned with stiffer spring rates for drifting. The URAS aero kit gives the R32 all the aggression it needs, plus the lavender-painted centers of the Work Meister S1R wheels give the Skyline a look you won't find anywhere else in the world.

The only other lavender color on the vehicle is the six-point Saito rollcage, which intertwines perfectly with the interior contours of the cockpit. The traditional drifter bubble shift knob, Recaro SR3 seats, and a Grip Royal steering wheel serve as the proper tools of the trade.

Tomiko is part of the car club Bad Quality and REVIEW. It is centralized in the Southwestern region of Japan and currently gaining massive popularity. Evidently, Japanese tuning magazines still feature these crews as well as female racers purely because they are, in fact, an uncommon species. Perhaps one day, masses of Japanese women will start taking interest in cars and, of course, where there are females, the males will follow. With this theory, women have the potential to be the savior of a declining culture, especially if one is an influential heroine as Tomiko. 🇯🇵





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18 OF OUR FAVORITE SUPER STREET COVERS



OCTOBER '96

When Peterson Publishing dropped the inaugural issue, editor-in-chief Matt Pearson said it best: "Super Street will provide you with the latest information on the exploding performance car industry." Not much has changed in 18 years, except you won't find as much NIRA drag racing coverage or black-and-white pages. And in case you're wondering about that cover car...a '93 Integra GS-R with nitrous, Mugen side skirts, and Racing Harts. Woo!



JANUARY '98

If you're from the East Coast, you might recall how massive NOPI Nationals was back in the day. Many of us never got a chance to experience it, but it was said to be the greatest show on earth—so great, we even organized our own Super Street Tour to NOPI! Hundreds of cars followed our editors starting from states like Maryland and Florida all the way to the main event of 40,000+ people. Here's just one of many issues dedicated to the tour with a '94 Integra on the cover—TSW Imolos, Wings West kit, Supra turn signals, Akimoto windshield banner...oh, my!



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Who doesn't remember this Civic?! LJ Garcia's '96 hatchback has gone to more shows and has won more awards than possibly any other show car in history—multiplied by 10. It looked and sounded like a rocket ship with a turbocharged B16A, custom air-ride (way ahead of its game at the time!), 19-inch Racing Hart C5s (19s on a Civic?!), nine-piece widebody, four Sparco seats (yes, the rears had Sparcos, not to mention a PlayStation One in the back as well), and so much more we won't dare mention.



Quarter-mile racing was the most popular type of racing years ago, which is why we went bananas for cars like this '96 Nissan Skyline. When Signal Auto opened a shop in California, it built this 750hp R33 to be technically street legal on the streets of Japan but also a beast on the dragstrip. If you happened to check out an NIRA and IDRC event back then, you might have seen this Skyline put down 9-second passes on street tires, all day long!



2001 was a monster year when it came to sick JDM builds, and one car everyone had a poster of pinned up on their wall or taped inside their school locker was the HKS Altezza. Without question, it's the baddest time attack build that came out of Japan. Unfortunately, it didn't live up to its potential in competition; but with a custom carbon widebody and interior, 600hp 3S-GE motor, Alcon brakes, and Advan wheels, it's no mystery why this just might be one of the dopest cars of all time.

DRIVE HARD ♣ LOOK GOOD ♣ BE LOUD ♣ GET SOME

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top fuel's del sol

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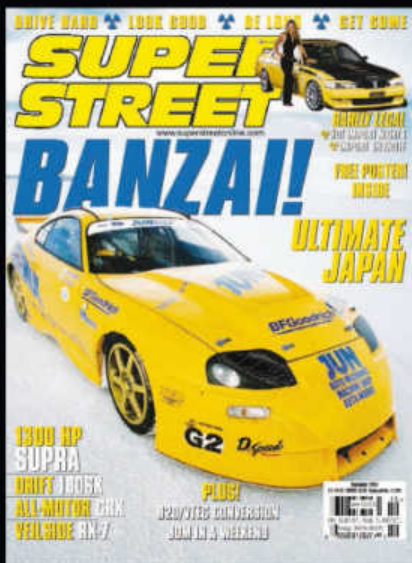
PLUS
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When you think of cool Hondas, you never think of a del Sol. But when famed Japan tuner Top Fuel converted this little del Sol into a rear-wheel-drive, mid-engine monster, it was hard for us not give it a cover feature and remember it as one of the baddest Honda builds in history. It's custom from head to toe, including the tranny, moustos, axles, and arms. A turbocharged B18c helps put this del Sol into the 10-second quarter-mile range. Mad props, Top Fuel!



One of our first dedicated Japan issues featuring the JUN Akira Supra. While the JZA80 didn't break any official records that day at the Bonneville Salt Flats (after all, it was competing against purpose-built, tube-framed missiles), the 1,300hp monster broke the 400-kmh mark with a 401.20-kmh (249.292 mph) top speed—the highest top speed for any Toyota at the time.



The little Corolla that could... This issue is special to us, not only because it featured D1 Grand Prix on the cover when it came to U.S. soil, but it also showcased Katsuhiko Ueo's AE86. U.S. D1GP was just an exhibition match held at Irwindale Speedway (where Formula D Finals are held today) that showcased the best drivers from here and Japan. What surprised the world was Ueo and his Hachiroku. Powered by less than 200 hp, he beat out cars with more than double the power, including NOB Taniguchi in the HKS Silvia.



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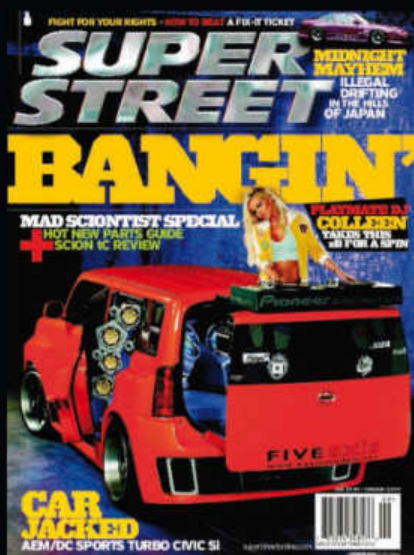
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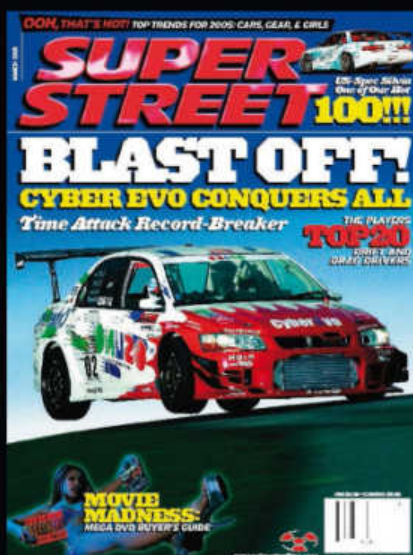
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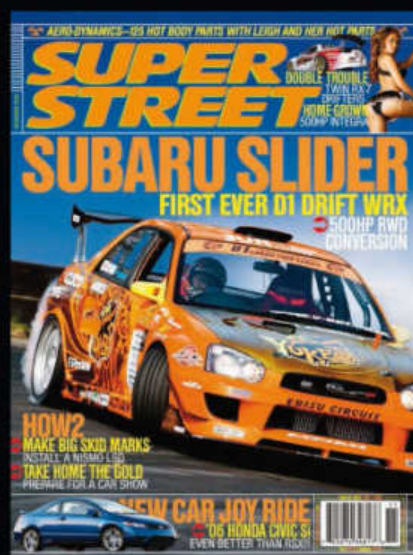
SEPTEMBER '04

DJ, keep playin' that song, all night... While it's a bit extreme—and we mean very extreme—this Scion xB made waves with its ridiculous audio/video setup, not to mention the xB was sort of a cool car when it first came out. Five Axis and Pioneer were the ones responsible for creating this mobile nightclub. Everything imaginable was installed, including the motorized turntable stage, 22-inch flat-screen TV, and speakers-on-speakers. This issue was also published during our heyday when *Super Street* was 300+ pages and featured girls like Playboy Playmate DJ Colleen on the cover.



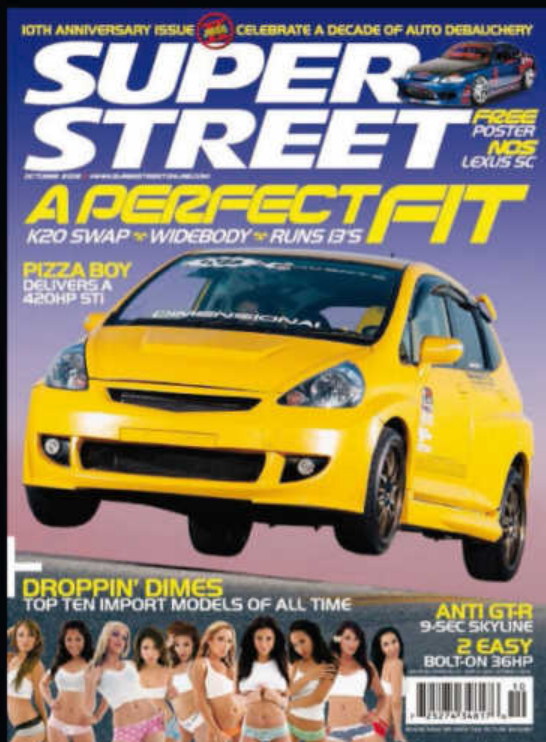
MARCH '05

Rewind the tapes a little more than 10 years ago and welcome to the very first Super Lap Battle! Put on in conjunction with *Sport Compact Car*, our inaugural time attack event showcased one of the fastest machines of all time—the Sun Auto Cyber Evo. It was driven by none other than Tarzan Yamada, and he became the first winner of SLB with a 1:48.906 lap. But it's crazy to think that today, the record to beat now is 10 seconds faster than Tarzan's time 10 years ago!



NOVEMBER '05

Shocking the world, Team Orange's Nobushige Kumakubo did the unthinkable when he converted this all-wheel-drive Subaru WRX into a D1GP contender. The 500hp rear-wheel-drive conversion was completed by JUN and is still one of the most memorable drift cars in history.



OCTOBER '06

That one time we hit a decade old! The cover pays homage to issue #1, except instead of an Integra catching air, we featured a K-swapped, widebody Honda Fit. We also brought back 10 of the hottest import models of all time, some of which you can find on our throwback feature on page 50.



MARCH '07

Perhaps the most star-studded Super Lap Battle we had yet, this issue featured our '06 event with the XS Engineering Skyline, Zero Sports STI, JIC Silvia, and the Mine's Skyline GT-R. Street-driven and track-ready, this 621hp R34 looked stunning in white and with Mine's complete catalog.

DRIFZ

Hardcore Wheels for the Street



SPEC-R 3088
16, 17



VORTEX 302MB
16, 17, 18, 20



FX 207MB
15, 16, 17, 18



FX 207B
15, 16, 17, 18



HOLESHOT 303B
16, 17, 18



CIRCUIT 304MB
15, 16, 17



HALO 306MB
17, 18



TECH-R 307MB
16, 17, 18





"SUPER STREET WILL PROVIDE YOU WITH THE LATEST INFORMATION ON THE EXPLODING PERFORMANCE CAR INDUSTRY." —MATT PEARSON EDITOR-IN-CHIEF, '96



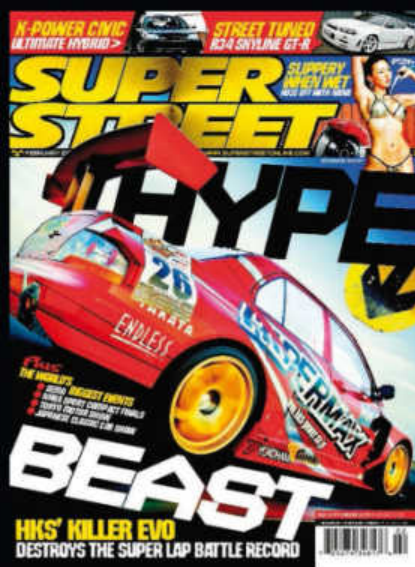
APRIL '07

If the V-12 twin-turbo cover blurb didn't get your attention, that fake rainbow in the back did! This Supra might be Top Secret's craziest build to date: 1,000 hp, 249 mph, Top Secret widebody. How can Smoky Nagata go wrong?



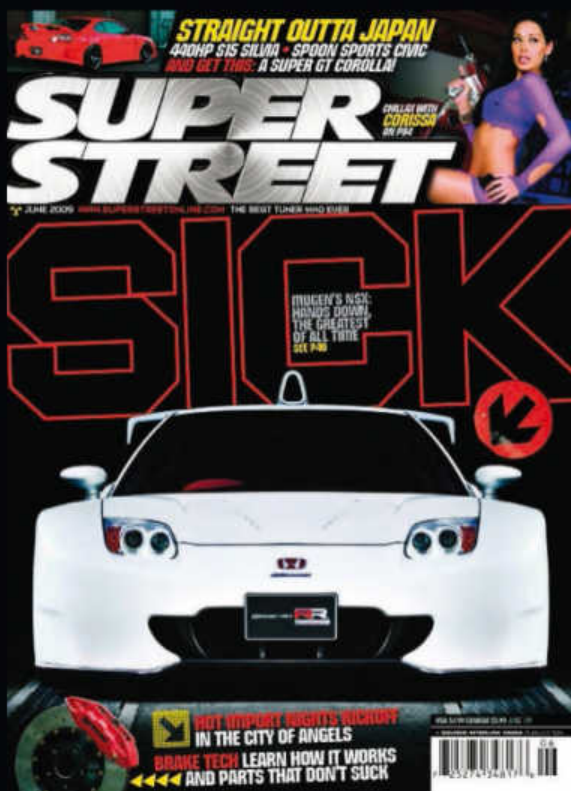
MAY '07

Another dope Japan issue that featured the J's Racing Honda Fit, Yoshi Shinya's hand-controlled JDM Cresta drift car and JUN's wild 350Z. There aren't many Z33s that went this hard-core with an all-wheel-drive conversion and built twin-turbo VQ setup that put down 838 hp. We can't also forget dat Melissa Reign on the cover. Heyo!



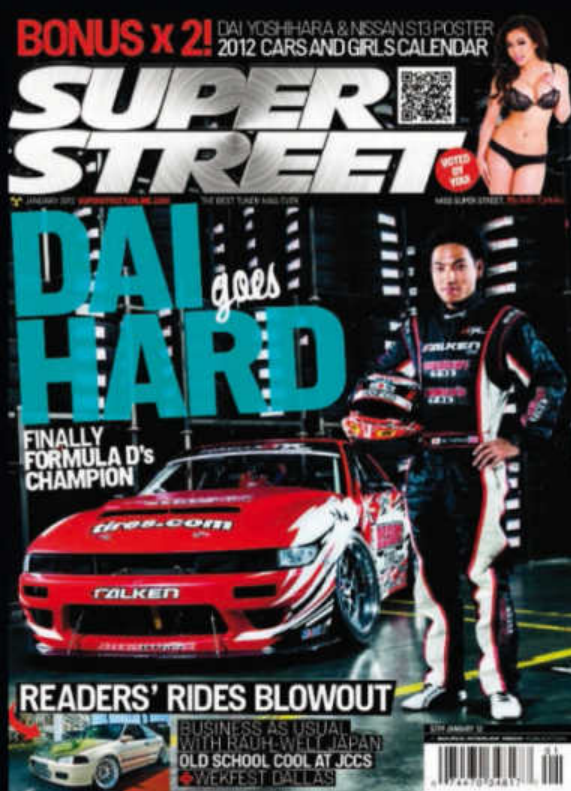
FEBRUARY '08

OK... By now you figured out that Super Lap Battle was and is sort of a big deal to us. Through the years, the cars that competed have been the shit, too. Here is one of the greatest Evos of our time—the HKS CT230R Evolution. The legendary Evo VIII was already a record breaker in Japan, which included shattering a record at Tsukuba. HKS shipped the car to California to do the same at our SLB. With Taniguchi behind the wheel, he shattered the Cyber Evo's lap time.



JUNE '09

This list wouldn't be right without Honda's flagship car, and nobody does it better than Mugen. Dubbed NSX RR, there is no other NSX quite like this, with its Super GT style and all one-off parts, which include the widebody kit, interior, and engine bolt-ons.



JANUARY '12

Not every day do we have a guy on the cover of *Super Street*, but Dai Yoshihara deserves all the praise after winning the '11 Formula D championship! Dai is a drift veteran and has been a friend of the magazine since he moved to the States from Japan. We couldn't be more proud to have him and his beautiful LS7-powered, TRA Kyoto-kitted Nissan S13 in the mag—we even made a poster for it! 🇺🇸

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BUILT FOR DESTROY



WORDS **Joey Lee** PHOTOS **Dax Rodriguez**

It's a bit of a crazy notion to think that people would create things just to destroy them. The whole idea behind putting any amount of time and effort into something would be done so with the intent for it to last, right? Inevitably, nothing ever lasts forever, but the whole idea of creating with an ultimate demise in mind is, well—unusual, and frankly sort of sadistic.

When it comes to the motorsport of drifting, participants don't go out purposely to destroy their cars; they are just more accepting of the possibility. There's something poetic about

the notion of sliding a car both gracefully and violently. What many don't understand is that it definitely takes a special type of individual to flourish in that environment. Your brain needs to be wired in a specific way in where you're OK with diving headfirst into imminent danger. Vitaly Sopkin from Phoenix, Arizona, is one of these unique personalities. He loved the idea of possibly destroying a car so much that he even gave up on his dream car because of it.

"Back in '06, I owned a MKIV Supra and it was the only car I ever wanted," Vitaly explains. "I was young and just poured all of my money into it. I slowly began to realize the more money that went into it, the less I drove it. It became more of an investment, and the Supra didn't bring any joy to my life. I want to say it became more like dating a

FOR FUNCTION

TOYOTA-
POWERED
NISSAN S13
THAT'S READY
FOR ANYTHING



high-maintenance supermodel that just would not put out, if you know what I mean. So I decided to sell the Supra, and as the new owner drove off in it, I headed straight to someone's house to purchase this Nissan 240SX."

Most would consider the S13 a downgrade from a Supra, but for Sopkin it was simply a fresh start. It was a car that had loads of potential that he would have no qualms about tossing around—and would cost him half of what he had to put into his previous Supra. Things started out simple with an SR20DET engine swap followed by a more competitive, built SR, but it just wasn't enough. The turning point for the build came when Vitaly decided to create a monster using an unusual combination—a Frankenstein if you will, with parts from everywhere that just work in violent unison.

"I wanted to revamp the car with a goal for form to meet function. Not only did I want the car to look good rolling down the street, I also wanted that 'wolf in sheep's clothing' type of feel because it would be a competition-ready race car. It is a firm belief of mine that you can have style without sacrificing functionality," Vitaly says.

The confidence in Vitaly's words comes from acquiring a wealth of experience and knowledge through the years. He grew up in the small northeastern European country of Tallinn, Estonia, where his dad competed in the European Rally Circuit.



"Over the years, this car has seen a lot of different stages. It has evolved along with my own personal style, but all I ever really wanted was a car that I could build to destroy."

His family roots provided him with constant exposure to spirited race vehicles and he currently operates his own shop, Ace Up Motorsports, which caters exclusively to drift cars. Being mechanically inclined with a personal shop space means plenty of experimentation, and once you see what this S13 is made of, you'll begin to understand his crafty ways.

Currently residing underneath the fiberglass bonnet is a Toyota 2JZ-GTE engine. He might have sold the Supra years ago, but there was something about the power that it offered that he missed. The thing about Toyota JZ engines is that they can make gobs of reliable power much easier than the smaller 2.0L Nissan SR. A Future Fabrication twin-scroll T4 manifold is mated to a massive Garrett turbine to carry the boost load. Twin TiAL 38mm wastegates keep the setup working efficiently and a custom V-mounted intercooler/radiator setup brings chilled air into the Toyota Aristo powerplant.

Vitaly has abusive driving tendencies, so the drivetrain was in need of some reinforcements. The typical Toyota R154 transmission was removed, and with the help of a Maverick Motorsports adapter plate, a six-speed manual transmission from a Nissan 350Z now handles power delivery. Inside the transmission is a SPEC twin-disc clutch that can withstand around 1,000 whp. Breaking axles with this level of power production is quite common, so he also upgraded to a wider S14 rear subframe that helps to accommodate a factory 350Z R200 differential.

The amalgamation of parts doesn't stop there. Footwork upgrades consist of a myriad of aftermarket suspension components from the different S-chassis platforms. Driftworks drop spindles and TEIN HE Winding Master coilovers bring the vehicle down to earth, while spherical bushings have been installed to ensure nothing binds under heavy load. Braking is anything but factory S13 as the JZ-powered Nissan now features Z32 300ZX brakes with a brake booster from a Sentra and a master cylinder from a Pathfinder SUV. Making contact with the pavement is a set of double-staggered three-piece SSR Professor SP1 wheels wrapped in Falken rubber.

As stated, the ultimate endgame was to create a project that embodied the best aspects of both function *and* form. This vehicle unequivocally performs and also looks the part. Vitaly's S13 hints at the possibility of a mixed-matched lifestyle with



Custom side-exit exhaust turns us on like side cleavage.



AWESOME NISSAN S13 IN HISTORY MARCH '12

Before every Scion FR-S had a Rocket Bunny kit, Kei Miura of TRA Kyoto was an underground street racer and designed body kits for cars like the Civic and Silvia. Here, we have one of the first U.S. examples that put Miura-san on the map—TF Work's 240SX. The GT Rodeo kit wasn't like anything else in the scene at the time. This LS-powered shop car quickly became a celebrity in the Chicago drift scene and still is today.



THE COMPLETE COOLING PACKAGE

BY MISHIMOTO



INTERCOOLER KITS

- › All-aluminum construction TIG-welded for increased durability
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- › Available in universal and direct-fit applications

Shown: Subaru WRX Top-Mount Intercooler, 2008–2014. Additional applications available.



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- › Direct fit and dyno-proven gains
- › Mandrel-bent aluminum intake pipe with air straightener, CNC-machined MAF housing, and fully serviceable oiled air filter

Shown: Subaru WRX/STI Performance Race Intake, 2008–2014. Additional applications available.



BAFFLED OIL CATCH CAN SYSTEMS

- › Washable bronze filter
- › 6061 aluminum
- › Separates oil particles from PCV/CCV air

Shown: Subaru WRX Baffled Oil Catch Can System, 2008–2014. Additional applications available.



COOLANT EXPANSION TANKS

- › All-aluminum construction
- › Maximum durability for repeated hot/cold transitions
- › Increased coolant capacity compared to stock

Shown: Subaru WRX Aluminum Coolant Expansion Tank, 2008–2014. Additional applications available.



ALUMINUM FAN SHROUDS

- › All-aluminum construction
- › Lighter than stock fan shrouds
- › Plug-and-play fitment applications available

Shown: Subaru Impreza WRX/STI Plug-N-Play Fan Shroud Kit. Additional applications available.



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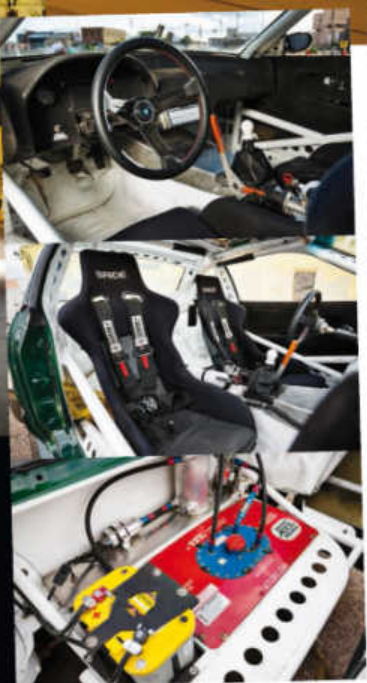
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▶ Tubular front end and a single-turbo 2JZ-GTE—two indications that this S13 is built for destruction!



▶▶ Boost courtesy of a Garrett GT3528R turbo.



▶▶ Rear-detachable fuel cell cradle is legit.



▶▶ Easy-to-read digital display via Tunerview.



TUNING MENU '91 NISSAN 240SX

OWNER VITALY SOPKIN

HOMETOWN PHOENIX, AZ

OCCUPATION OWNER OF ACE UP MOTORSPORTS

ENGINE Toyota 3.0L 2JZ-GTE; Garrett GT3528R turbocharger; Future Fabrication twin-scroll T4 turbo manifold, custom v-mounted intercooler setup, swirl pot setup with -8AN feed, -6AN return lines, custom side-exit exhaust; TiAL MVS 38mm wastegates, 50mm blow-off valve; Driftnotion modified intake manifold with Q45 throttle body, aluminum JZ pulley kit; Bosch 1,000cc fuel injectors, 044 fuel pump; Boostlogic fuel rail; AEM fuel pressure regulator; Holley low-pressure pick-up pump; ATL Sportsman 10-gallon fuel cell
DRIVETRAIN Maverick Motorsports Z33-to-JZ conversion plate; SPEC twin-disc clutch; CD009 Z33 manual transmission, rear differential, axles

ENGINE MANAGEMENT AEM Series 2 EMS, UEGO wideband; Tunerview display

FOOTWORK & CHASSIS Driftnotion V2 drop knuckles; Maverick Motorsports spherical bushings, front spherical ball joints, dual rear caliper plates; TEIN HE Winding Master coilovers, inner tie rods, custom outer tie rods; Sikky front sway bar; SPL V1 tension rods, rear upper control arms, traction rods, toe rods; reinforced S14 rear subframe with S15 lower control arms

BRAKES OEM Z32 front calipers, Sentra brake booster, Pathfinder master cylinder; Brembo rotors; Ace Up brake line kit
WHEELS & TIRES 17x9.5" -15 front, 18x10.5" -8 rear SSR Professor SP1 wheels; 235/40R17 front, 265/35R18 rear Falken RT615K tires

EXTERIOR 2F SuperDoof front bumper; AIT S13.4 conversion fenders; Elevens Paint & Fiber custom 80mm rear fenders; VIS B-speed side skirts, rear bumper, custom hood

INTERIOR Bride Zeta II seats; Crow five-point harnesses; Nardi Classic 350mm steering wheel; Ksport hydraulic hand brake

THANKS YOU Maverick Motorsports;

UMS Tuning; Elevens Paint and Fiber;

Driftnotion; Ace Up Motorsports

WWW aceupmotorsports.com;

maverick-motorsports.com; falkentire.com

its newer Kouki S14 face. The rear quarters have been widened an additional 80 mm to house the 10.5-inch-wide wheels, and the custom side-exit exhaust on the passenger side hints to onlookers that this is not your typical street car. Though styled aggressively, the body panels of Vitaly's 240 actually disguise some of the best aspects of the car; the entire chassis has been reinforced with hoards of custom metalwork by Vitaly himself, and the raw frame is all the style it really needs. It is hard to see with the car altogether but Vitaly also created a rear-detachable fuel cell cradle, custom rear firewall, and a tubular front end.

"Over the years, this car has seen a lot of different stages. It has evolved along with my own personal style, but all I ever really wanted was a car that I could build to destroy. I just wanted to have fun driving it on both the street and the track. It certainly didn't hurt that it looked great in the process of doing that. If I somehow managed to demolish the car in the process, I am perfectly OK with that. I took the car that I built with my own hands to its absolute limits. What more could I want?"

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CINA LUKS
HAS US
WILDLY
IN LOVE

WORDS Jofel Tolosa
PHOTOS Randy Ly

There's more to the Bay Area than the Golden Gate Bridge and Fisherman's Wharf. NorCal has some of the finest ladies in the country, like the beautiful Cina Luks. Cina is recognized largely as a model in many print advertisements as well as a contestant on NBC's reality TV show *Love in the Wild*. We also did a small spotlight on her in '13, but today, we're happy to give her the *Super Street* feature she deserves!



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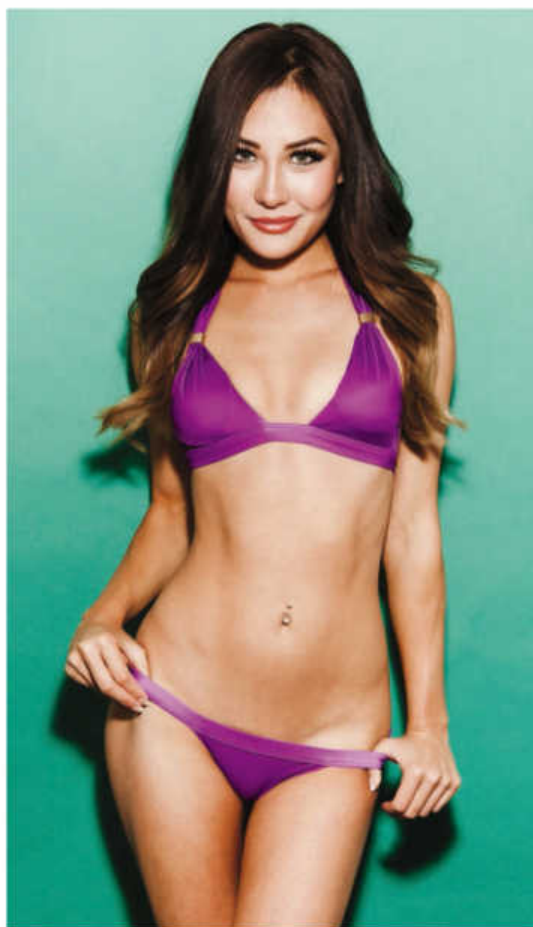


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CINA LUKS
 BIRTHDAY November 4
 HOMETOWN San Lorenzo, CA
 INSTAGRAM @cinaluks



Tell us some interesting facts about yourself.

I have traveled to 37 countries, I'm bilingual, and I'm into extreme sports. I love to surf, snowboard, wakeboard, and free dive. I'm also scuba-diver certified and have a private pilot aviation certificate.

Talk about well-versed! Are you into cars? If so, what's your fave?
 Yes! A Lexus RC F or Nissan GT-R in white or matte black!

What are your turn-ons?

A guy who's funny, adventurous, cultured, and smart.

And turn-offs?

A person who is lazy and arrogant.

What type of music are you into?

I like EDM, deep house, indie, alternative rock, and I grew up listening to reggae. My dad always had Bob Marley playing around the house or in the car on long road trips, so my brother and I would jam out!

How embarrassing was your AIM screen name?

In high school, it was "PinkSugar"—a nickname a friend gave me because of my addiction to candy and sweets.

Do you have any girl crushes?

Angelina Jolie. She went from wild child to being a goodwill ambassador for the United Nations. I have always strived to work in the UN and do philanthropy work. Not only that, but she's a pilot, too! 

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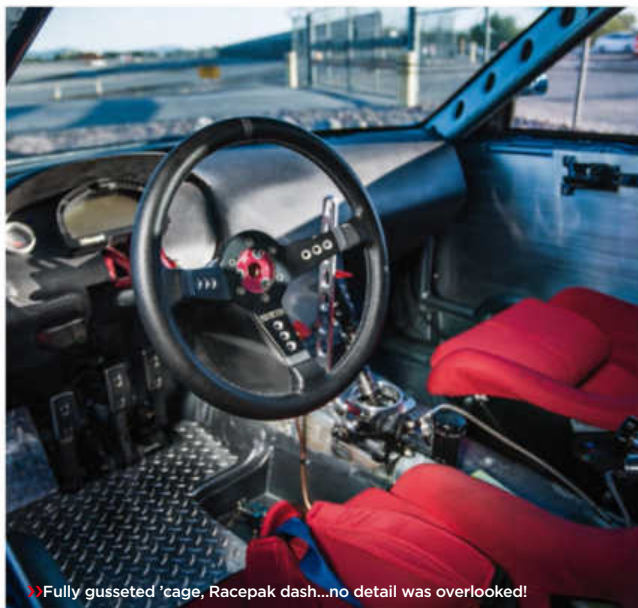
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WORDS **Luke Munnell**
PHOTOS **Jofel Tolosa**

There are two ways to build a car: the right way and every other way. The way in which Sean Abellana's 1,100hp 2JZ-powered Nissan 240SX came to life represents the former. But don't think that means Sean didn't experience a bit of "every other way" in the process. He did, but true to form, Sean would rather focus on the positive.

Let's confirm your first suspicion... In order to build a car at this level, it ain't cheap! But Sean has done very well for himself. For years, he flew helicopters as a lead pilot for Maverick Helicopters. He also repaired high-voltage power lines, as well as shuttled oil workers to and from any of the 3,500 offshore rigs dotting the Gulf of Mexico. Today, Sean and his wife, Terra, are the proud entrepreneurs of Las Vegas Air Charters—a company that arranges private flights to Vegas for high rollers and members of the social elite (*TFT!!* ~SD).

One golden rule Sean has learned is the value of discretion. Those who have followed his build on social media will have noticed certain steps repeated along the way. "It took some time for me to discover the right mix of parts, retailers, builders, and tuners," Sean said. "But I did, and there's no reason to mention anyone else. If you want to build a car of this caliber without wasting time and money, this is the way."

This is Sean's first build. He's always liked cars and racing. "In '83, I had a Volvo 240 turbo that I used to rip the handbrake on and slide around corners," he laughed. But it wasn't until after he and Terra moved to Nevada that he had a chance to build one to the standards he'd always envisioned. A trip to a local Vegas Drift event introduced him to Forrest Wang and the Get Nuts Lab crew. Sean was immediately impressed. "The level of work Forrest put into his cars and the way he drove them on track was second to none," he attested.

Inspired by Forrest's personal, street-driven, black S14 240SX, Sean worked with Forrest to find a stock S14 for himself, then hatched a plan to build the ultimate street/drift S-chassis. He and a few close friends took care of a lot of the grunt work in his own garage, stripping the car down to its shell, creating a full Mil-spec chassis wiring harness, installing much of the interior components, and even molding the car's carbon-fiber dash with Rainer "Ray" Ramolette of Raysfactory. But the bulk of the heavy lifting was carried out by Virtual Works Racing and Get Nuts Lab.

"I considered going with an RB powerplant at first," Sean explained. "But at the power levels we wanted to hit, there's just a lot more support for the 2JZ-GTE." One thousand horsepower is what many in professional U.S. drifting consider ideal for competition, so that was Sean's goal from the start. "Dana Westover and Virtual Works Racing have been building 1,000hp 2Js since '02," Sean continued. "Dana himself has a 7-second Supra that's held together for two years so far on the same engine—hit, after hit, after hit." Since this was to be a streetable build, Virtual Works elected to retain the stock block, build it to the hilt, couple it with an in-house race-ported head with custom-fabricated manifolds, and manage it all with one of the most thorough engine management systems money can buy. Haltech has proven itself as a maker of some of the best available,



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AWESOME 2J SWAP IN HISTORY AUGUST '14/NOVEMBER '14

'Twas a little over a year ago when we piloted this 2JZ-powered Lexus IS from Miami to New York on the Gumball 3000 rally. This was a big deal to us, not only our first Gumball rally, but the 625-whp Lexus gave plenty of exotics a run for their six figures. It's still the ultimate performance luxury sedan we've ever driven—minus the race clutch and lack of air conditioning.



and the company works closely with Racepak to ensure its products play well together. So, by joining the Haltech Platinum Sport 2000 ECU to the Racepak IQ3 heads-up display, Sean and tuner Kyle LeBlanc of KL Racing Development had visibility into, and control over, all aspects of the engine's 1,100hp power production they could want.

But for as impressive and valuable as the engine is to the car, it's still only one of its components. As Virtual Works did its thing, Forrest took to the car itself, tubbing the front wheelwells and bracing the strut towers. He also fabricated front and rear bash bars, a rear fuel cell support, a fully gusseted rollcage, along with stitch-welding the unibody front to back. He also applied his proven blend of Stance/Parts Shop Max/Battle Version/TEIN adjustable suspension components and even converted the car's S14 front end to an S15, adapting a prototype 2F Performance Super Doof S15 kit in the process.



»One of the only cues that this S14 is still a street car—Weds Kranze LXZ wheels.



»Tilton pedals for dat heel-toe action.

With nearly all of the mechanicals optimized from the start, there wasn't much room for improvement once the team was finished. The car's upgraded R34 GT-R axles and differential had held up great thus far, but with more than 1,100 on tap, Sean has since switched to a Sikky/Winters quick-change differential and axles. And then there was the issue with wheel fitment. "Stretched tires on this build only give traction up to 300 hp," Sean claimed. "With over 1,000, it's just nutty. Even merging on the freeway at partial throttle, the violent acceleration feels like driving on ice," he laughed. He switched to wider Hankook RS3 rubber, and a more proper stance helped immensely, but Sean's learned to accept some

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OWNER SEAN ABELLANA

HOMETOWN LAS VEGAS, NV

OCCUPATION ENTREPRENEUR

POWER 1,100 hp; 942 lb-ft of torque

ENGINE 2JZ-GTE engine; Brian Crower crankshaft, adjustable cam gears; CP rods, pistons; Clevite rod bearings, main bearings; Next Level Fab race port cylinder head; Ferrea Competition Plus valves, bronze valveguides; Insane Power machine work; Precision 6766 turbo, 46mm wastegate; Turbosmart blow-off valve, fuel pressure regulator; Accufab 90mm throttle body; Get Nuts Lab engine mounts, power steering reservoir, brake and clutch reservoir, oil catch can, valve cover, spark plug cover, power steering cooler kit, oil cooler kit, upper and lower -16 water necks; ARP lines and fittings; Griffin dual-pass radiator, front-mount intercooler; SPAL fans; PHRP billet aluminum pulley set; Gates Racing timing belt; Titan Motorsport cam gears, fuel rail; GReddy oil filter relocation kit; Virtual Works Racing modified oil pump, turbo manifold, intake manifold; Zex 150-shot wet nitrous system; LQ9 coils, NGK 4644 plugs, AEM Macvalve, 50-1005 fuel pumps (x2); Fuel Injector Clinic 2150 injectors; Walbro 450 fuel pump; Holly inline fuel filter; -10 hard fuel feed; USP motorsports surge tank; RCI fuel tank, line, -6 hard fuel return line; Haltech E-85 flex fuel sensor; Lifeline Racing battery and tray

DRIVETRAIN Getrag V160 transmission; Driveshaft Shop one-piece aluminum driveshaft; R34 Nissan Skyline GT-R axles, differential; GReddy differential cover

ENGINE MANAGEMENT Haltech Platinum Sport 2000 ECU; Racepak Smartwire 500-KT-SW30, 500-SW-PNL8 switch panel; Next Level Fab mil-spec wiring; tuning by Kyle Leblanc of KL Racing Development

FOOTWORK & CHASSIS Stance Super Sport Plus coilovers; Parts Shop Max S14 Super Angle knuckle, rear drop knuckles, rear lower control arms; Battle Version front lower control arms, toe bar, traction rod, rear upper control arms; TEIN tie rods; Get Nuts Lab S14 Power Brace; Sikky front sway bar

BRAKES 13" front, 12.88" rear Wilwood forged Superlite big brake kits with Dynalite calipers; dual rear SPD caliper bracket

WHEELS & TIRES 18x9.5" -29 front, 18x12" -16 rear Weds Kranze LXZ wheels; Hankook RS3 tires

EXTERIOR 2FPerformance Superdoof body kit; Chargespeed over-fenders; Seibon carbon-fiber hood, trunk; Rocket Bunny carbon-fiber wing; painted and bodywork by True Finish Customs

INTERIOR fully gusseted rollcage, front and rear bash bars, engine bay reinforcements, front fender tubbing, and rear fuel cell support by Forrest Wang at Get Nuts Lab; custom Speedparts Biz carbon-fiber dash; Tilton 600-series pedal box assembly; Woodward precision steering column; ASD upright hand brake; Next Level Fab gear shifter; Safecraft fire suppression system; Raysfactory S14 interior paneling; Racetech door pulls; Bride low max seats; TeamTech harnesses; Racepak IQ3 dash

THANKS YOU my soul mate and loving wife, Terra Abellana

traction loss at full power. "One thousand horsepower is great when you need it," he explained, "but it's always very, very angry."

Since the car's completion, it's garnered quite a respectable share of admirers. Of course we like it, but "the first time Forrest got behind the wheel at a Vegas Drift event," Sean said, "he came back grinning from ear to ear and yelled, 'This car is amazing!'" If you know low-key Forrest, you know that's saying a lot. And then there was this year's Formula D season opener at Long Beach, where the infamous Kei Imura got down on all fours to give the car a thorough lookover before drawing applause from the crowd by proclaiming to Sean in his thick Japanese accent, "Very nice car! Incredible build!"

So what does the future hold for Sean and his monster S14.5? "I've driven the car nearly every day since it's been finished," he told us. "But I also built it to be my weekend warrior." You won't see him going for his pro Formula D license, but you will see him at Top Drift, Vegas Drift, and Sonoma Drift on the weekends. "Some guys play golf," he said in closing. "I do this." 🏁



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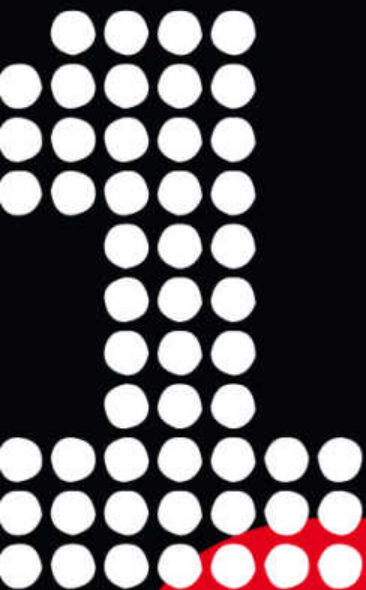


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Photo by Mark Abasolo





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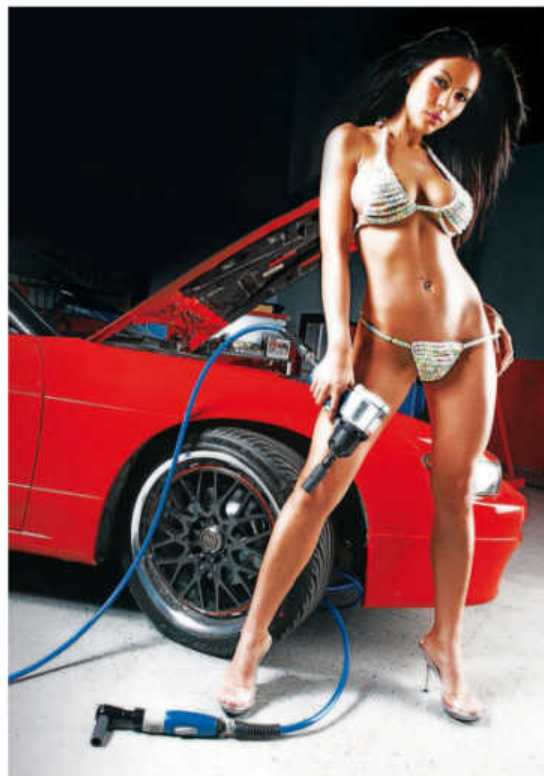
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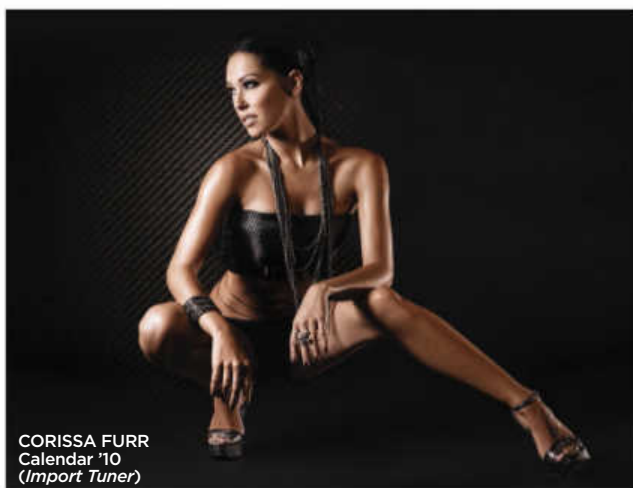
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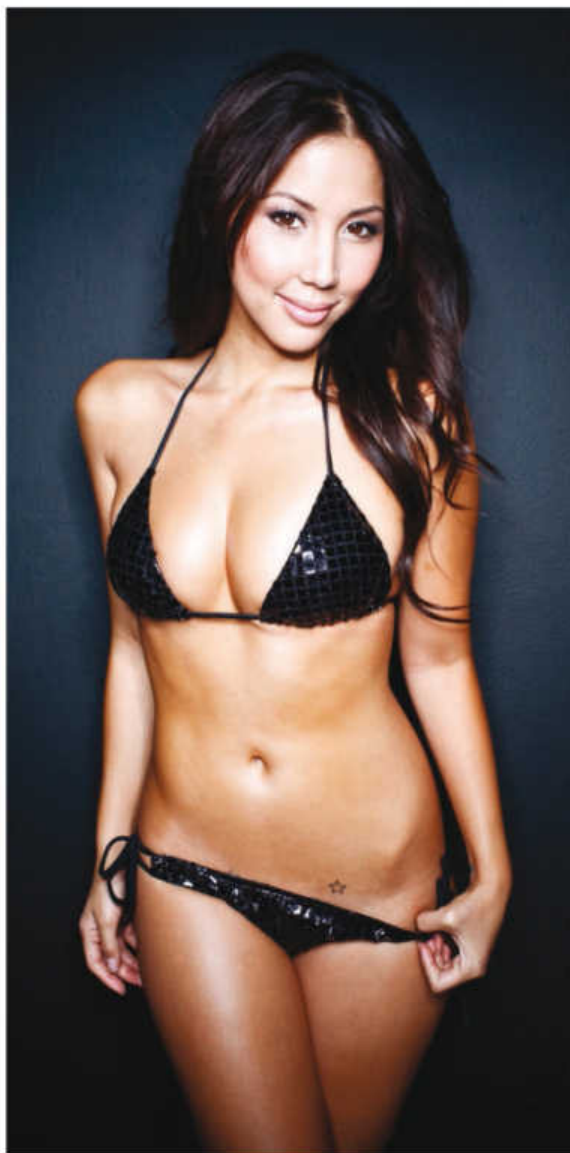
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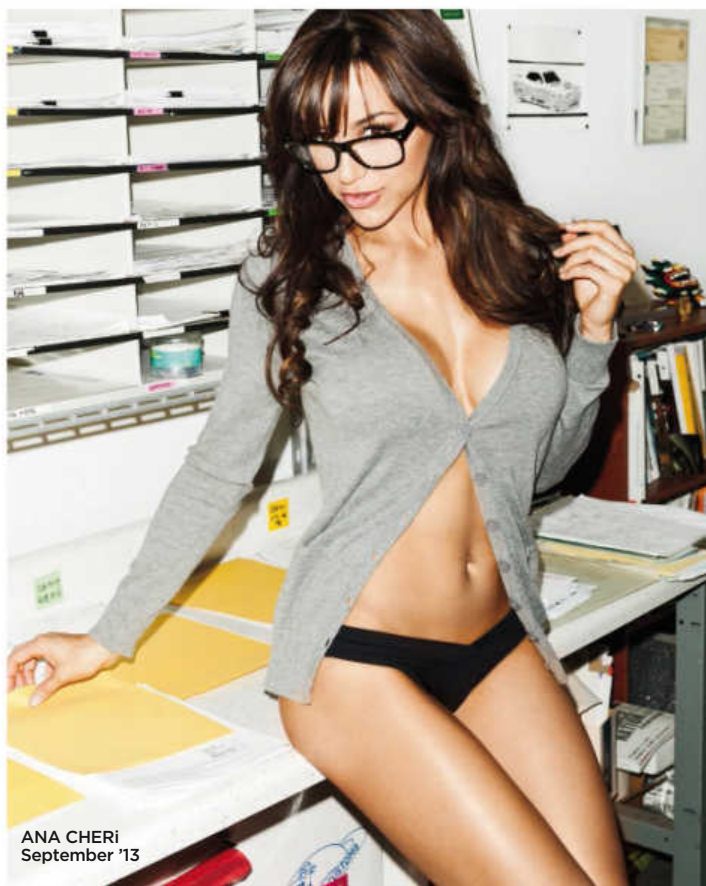
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WORDS Matthew "Rodrez" Rodriguez
PHOTOS Patrick Lauder

If you've been involved with car culture for more than a handful of years, you've undoubtedly run into your fair share of mixed personalities. From the impatient, constant builder who seems to get in over his head with every project and never nears the finish line, to the ones who flirt with various cars, never quite finding the one that suits them (or the masses for that matter) before moving on to a different hobby entirely. Then there are those like Linh Nguyen, owner of this immaculate '01 Acura Integra Type R, who figured out exactly what he wanted and had the patience to see it through.



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"I told myself I was going to do whatever it took to buy this Type R. I worked two jobs, did a bunch of side stuff, even got some help from my girlfriend."



GARAGEWORKS

What began as tinkering in his garage eventually led to powdercoating services and painting bumpers, engine bays, and at times, even complete cars for customers. The only problem was, none of this was legal to do at Linh's home, and the city didn't appreciate his efforts as much as local enthusiasts did. With more than a dozen cars parked around his house, the city dropped by for a visit. It could have been much worse, but fortunately, ended with a warning and a 72-hour notice to move the vehicles off the street. Plagued by thoughts of turning away so many clients, the idea of opening his own shop moved from the back of Linh's mind, to the only thing he could think about. Eventually, Linh gave in to the pressure and quit his full-time I.T. job in order to open Garageworks. He adds, "I decided to just take a risk and leap into working on cars full time. Ultimately, it worked out great. Currently we specialize in mainly Hondas and classic American vehicles, '75 and under." garageworkslin@gmail.com

That's not to say he didn't test the waters prior to purchasing his dream car. Linh has a résumé that includes a number of Civic and CRX builds, as well as almost a dozen Integras, so it's obvious that his loyalties lie with Honda. He adds, "I first got interested in cars in the mid-'90s watching all of my older cousins modify their cars. The Honda scene at that time

was pretty prevalent. I spent a lot of time helping them wrench on cars and just fell in love with Integras."

That love was never more apparent than in the summer of '05, when he spotted this stock ITR. The only problem was that the car was located in Washington and he lacked all the funds needed to make the deal actually happen.

He recalls, "I told myself I was going to do whatever it took to buy this Type R. I worked two jobs, did a bunch of side stuff, even got some help from my girlfriend." The hard work would prove to be worthwhile as the car was purchased and driven back to NorCal, where Linh began making changes to the Flamenco Black Pearl virgin that included a JDM front end, Recaro seats, and a number of different wheel swaps.

Weekend track days and trips to school and work began to rack up more miles than Linh cared for, so he decided to take the car off of daily driving duty and the car sat, untouched, for months. "Around that time, I started working for a local shop. That occupied a lot of my time, so I wasn't working on the car." His employment with the shop resulted in a chance meeting with Dan Phan of R*Crew and the two became close friends. "He offered to buy my motor for one of his customers at a price I couldn't refuse. I pulled the engine and sold it to Dan knowing that my only option was to go K-series."

For the next year, Linh gathered parts for the swap, but progress was slow and the dust layers continued to settle on his ITR. The standstill was a result of his new business venture that

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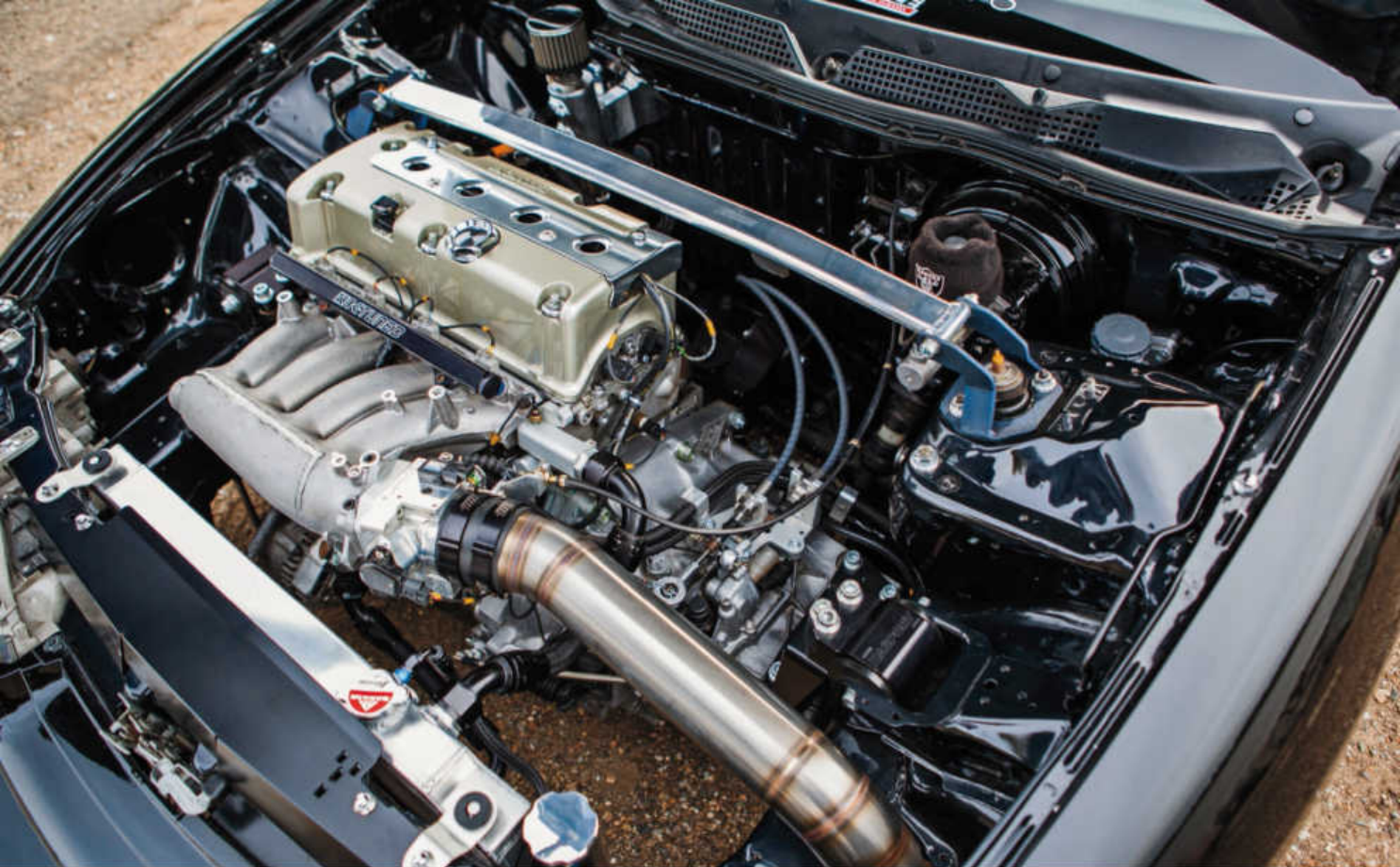
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»On the firewall sits a Rywire Mil-spec connector plate and quick-disconnect harness.



AWESOME INTEGRA IN HISTORY JULY '14

It's hard to beat the ATS*Garage Integra built by Ferd Natividad. While it was only featured a year ago, it's been a project 11 years in the making and every little attention to detail shows, from the immaculate ITB'd K20A bay, right-hand-drive conversion, JDM parts, and much more.



threatened to keep the Integra on the disabled list. That is, until a former acquaintance stepped into the picture and helped get the ball rolling again. "With the help of my old coworker Nick Mitchell, who works for BLOX Racing, along with Mike Choi, they got Dave Shih on board to sponsor my build. They helped me out with a lot of things for the project, like cams and other performance parts." A call to Dan Phan resulted in a K24 block and K20R transmission along with R*Crew's signature header and a ported RBC manifold. The networking continued to pay off when Speed Image landed Supertech goods for the build and Inspire-USA helped to source mounts and other accessories.

The momentum didn't stop there. Linh, with help from a few friends, painted the engine bay and worked on a proper brake line tuck, followed by a complete re-wire with harnesses from the motorsport electronics gurus at Rywire. But before the stock 2.4L would find its way to the bay, he had a change of heart. He states, "I decided I wanted big power. Ngoc and Mike at Synergy assembled the short-block after it was bored to 88 mm with 12.5:1 compression pistons. DNR Dave did the final assembly and dyno-tuned the car." The combination netted more than 280 hp—a considerable jump from the once-stock DC2.

Drag

Drag Wheels introduces the all new DR-62 model featuring a seamless
spilt-spoke design and a flawless matte and gloss finish for tuning sophistication.

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»A Spoon Sports front lip with shaved vents joins a Shift Sports hood on this ITR JDM front-end conversion.

Finally ready to get back on the road, Linh felt that a new look was in order, but not one that strayed far from the owner's original intentions. "I tried to stay consistent to my theme. No crazy wings or anything." With inspiration from Fred Chapman of ATS*Garage, Linh acquired a set of CP-R wheels and had them refinished in a matte and gloss black combo. An aggressive Spoon lip was installed, but not until after he applied his

personal touch by filling in the vents for what he describes as a "flush look."

After modifying a laundry list of Hondas over the years, it was Linh's encounter with an ad for this '01 Integra Type R that served as a tipping point of sorts. What resulted is a network of colleagues and close friends, a new business venture, and a build almost 10 years in the making that finally got its chance to shine. 🇺🇸

TUNING MENU '01 ACURA INTEGRA TYPE R

OWNER LINH NGUYEN

HOMETOWN HAYWARD, CA

OCCUPATION SHOP OWNER

POWER 288 hp, 205 lb-ft of torque

ENGINE K24A4 block; K20R head; 88mm Supertech 12.5:1 pistons; Eagle H-beam rods; Hasport mounts; K20A DNR modified tensioner; Karcepts A/C delete; Supertech valvesprings and retainers; BLOX Type-C cams; 70mm throttle-body, fuel pressure regulator, radiator stays, overflow tank; 50 degree VTC gear; RDX injectors; R Crew ported RBC intake manifold, big tube header; K-Tuned throttle-body spacer, upper-radiator neck and lower swivel lower neck (-16an), center-feed fuel rail; custom 3" intake with velocity stack; Fujitsu RM01 exhaust; K24 steel oil pan; Karcepts IACV delete; Rywire-spec Griffin radiator, mil-spec harness and adapter; J's Racing radiator and oil caps; BR Fittings catch can; Checkerd Sports ECU mount; Beatrush cooling plate; Odyssey battery; Downstar/Bolt Boys hardware

DRIVETRAIN K20R transmission; Wavetrac limited-slip differential; 4.78 final drive; K-Tuned shift cables, no-cut shifter box; ACT stage 4 clutch, Prolite flywheel

ENGINE MANAGEMENT Hondata K-Pro

FOOTWORK & CHASSIS Koni SSP3 shocks; Ground Control coilovers; J's Racing shock tower bars; Beatrush rear X-bar; ES Tuning bushings

BRAKES Rywire brake line tuck; -6an fittings

WHEELS & TIRES 16x7.5" +30 front, 16x7" +42 rear Sprinthart CP-R wheels with gloss black lips/matte black faces; 205/40R16 BFGoodrich Super Sport tires

EXTERIOR JDM front-end conversion; shaved emblems, key holes, license plate holes; window visors; Spoon Sports lip with modified vents; first-gen Shift Sport hood

INTERIOR JDM DC5 Recaro front seats; JDM ITR rear seats; Nardi Classic 330 steering wheel; NRG hub; BLOX shift knob

THANKS YOU my girlfriend for putting up with the car scene; my crew Onpoint; Dave Shih, Nick Mitchell, and Mike Choi at BLOX Racing; Jay at SGC Motors; Dave at DNR Performance; Ryan aka Rywire; Fred Chapman ATS*Garage; Andrew at Speed Image; Ngoc and Mike at Synergy Autoworks; Collin, Phil, and Eric at Inspire-USA; Dan Phan of R*Crew; Patrick at qu1ckworks; Ben Howard and Sean at K-Tuned

WWW bloxracing.com; inspire-usa.com; k-tuned.com; rywire.com



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Let's face it, wheels cost an arm and leg, but Weld Racing is trying to change that. Its budget-friendly three-piece modular wheels use a unique welded assembly process that utilizes a forged billet center and cold forged rim shells. It's track proven, too, as Formula D driver Justin Pawlak uses them on his Mustang. Starting at \$365, weldwheels.com



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The latest in Yokohama's Advan Racing wheel lineup includes a twin five-spoke design that features more concavity and dimension in the elongated spokes. Using the flow-form technology, the center is cast while the rim section is spin-forged to improve density, lightness, and strength. You want this, you know you do! mackin-ind.com



GREDDY SUPREME SP EXHAUST FOR '15 SUBARU WRX/STI

Want the best for your new Subie? Greddy's Supreme SP exhaust features dual oval mufflers and quad staggered tips in a "tucked-away" layout for maximum muffler ground clearance. Its 3" piping is carefully routed around the rear diff to a centralized Y-section for improved flow. \$1,095, greddy.com



A'PEXI N1-X EVOLUTION EXTREME EXHAUST FOR LEXUS RC F

Bring dat Japanese muscle sound out of your new RC F with A'PEXI's new exhaust. It's offered in a quiet resonated or beastly non-resonated version and is 15 pounds lighter than the factory system. They also claim an 8 percent increase in horsepower. Only one way to find out! \$2,190, apexi-usa.com



HONDATA FLASHPRO MANAGER FOR '13-'15 HONDA ACCORD

It's more than a just reflash. The FlashPro Manager comes with several starting calibrations and the capability to tune specifically to your needs. Features include the ability to turn off VCM, speed density MAP sensor tuning capability, starting maps for various intakes, and even Bluetooth plug-and-play capabilities to use with your phone. \$695, hondadata.com

BOOMBA RACING TORQUE MOUNT FOR '14 FORD FIESTA ST

The Boomba Racing billet aluminum mount and bracket combine to replace the rear-lower engine torque damper. This will significantly improve the vehicle's traction and shifting response by reducing excessive engine flex. Available in four different finishes for your festive Fiesta. \$155, boombaracing.com



SUPER STREET SHOUTOUT



Holla! Here's your chance to shine and get a free shout-out! We're looking over our Instagram feed for cool rides with the hashtag #superstreetme. Hashtag a photo of your car and you can find yourself in the next issue of *Super Street*!

@andre__ta



Andre's E92 is lookin' mad fresh with Amuse aero and Verde V99 wheels.

@baysick_evo89



Contrary to his IG name, this Evo 8 is anything but basic. Top-shelf parts galore!

@JosephPham



EP3s are extremely underrated. Joseph's Civic is a good example of their potential.

@edm_bo



It wasn't easy getting the wiring right, but congrats on the dope right-hand-drive conversion.

EPIC EIBACH MEET

It's hard to argue the Honda scene is dying when thousands of loyal fans gathered at Storm Stadium in Lake Elsinore, California, earlier this year for one of the largest meets in the country. Every year, the Eibach meet continues to get bigger and better from its humble beginnings as a 50-car GTG to its now 800+car extravaganza. Former *Honda Tuning* editor and lead organizer Matthew "Rodrez" Rodriguez explains, "The vibe was extremely laid back and people were just enjoying the cars, the event, and the overall interaction. Vendors were happy with the foot traffic as well. It's funny when people say that we should handpick which cars are able to park inside the gates and there should be a 'best of show' or something similar. That's exactly what we don't want. There's more than enough events with all of that pressure and politics. We prefer keeping this a meet, intended for any and everyone who loves Hondas. That's it—as simple as it gets." We couldn't agree more and look forward to next year!



MAMA'S RAV4 CAN RALLY, TOO!

We recently spent a weekend reviewing the '15 Toyota RAV4. To our surprise, it wasn't the typical soccer mom's grocery-getter. The compact SUV is not afraid to handle some dirt, mud, and rocks. A RAV4? Seriously? Yes, we all had our doubts, but this thing has balls! You can read about our off-road adventure on superstreetonline.com, but to really hammer the point home, Toyota decided to put its RAV4 into motorsport—something no one would have imagined 20 years ago when the SUV was introduced.

The builder and driver of the rally RAV4 is Ryan Millen—class winner at the '14 Baja 1000 in a Tundra TRD Pro. Toyota was in good hands for the first time entering the '15 Rally America 2WD-Open Class season; but wait a minute...2WD? Yes, while we were impressed by the RAV's all-wheel drive system, Ryan's SUV is the front-wheel-drive LE model. What's more amazing is how many stock parts are maintained, for example, the six-speed automatic and 2.5L four-cylinder engine. You'd think a pro rally car has tons of power, but in Ryan's case, he's making due with 176 hp and 172 lb-ft of torque. Some of the mods include TEIN suspension, BFGoodrich all-terrain tires, and an overall weight reduction—500 pounds in total. Ryan will compete in six Rally America races this year. We wish him the best of luck! 🍀





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TUNING EVOLUTION

FROM CARBS TO STANDALONES, ENGINE MANAGEMENT HAS COME A LONG WAY

WORDS & PHOTOS Aaron Bonk

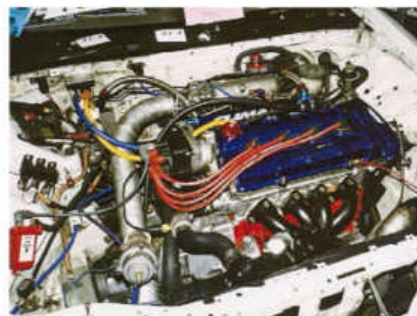
Unless we're talking about the '68 Ranchero that your Uncle Hank lives out of, every car needs some sort of ECU (engine control unit) to tell each of its engine's moving parts what to do and how to get it done. It starts with a series of sensors that send information to the computer, where it's processed, stored, and converted into some sort of command that'll make the engine run the way it ought to. For example, input sensors like your engine's throttle position sensor tell the computer just how far you've laid into the gas pedal, delivering that information to the fuel injectors so they can accommodate all that air that just made its way in. Together, all of this results in the sort of performance you expect, the driveability your mother wants, and the reduced emissions earth-lovers say you need.

FACTORY LIMITATIONS

Whoever stuck the ECU into whatever it is that you drive cares about all sorts of important things, but you making any more power isn't one of them. Low emissions, smooth driveability, and the potential for crummy octane almost always undermine your engine's ability to satisfy whatever boy-racer tendencies you've got. As such, the things you care about, like how long the fuel injectors stay open, when redline occurs, or when exactly valve overlap happens, aren't easily changed. That's mostly because of the read-only memory (ROM) chip inside your ECU that allows it to do only what the engineers who drew up its software in the first place say it should. In other words, it's hands-off for you unless you've got the wherewithal, the money, or some of both.



>>Chipped ECUs are made up of a custom-programmed ROM (read-only memory) chip that's been soldered onto the existing circuit board. There's not a whole lot of flexibility here, and chipped ECUs are typically one-size-fits-all applications.



>>The sort of nonsense that it took to keep race cars of decades past from blowing up might seem like a joke, but it all worked. Sort of... Most of the time...



>>It takes an ECU as sophisticated as MoTeC's M600 to make a 700-plus-hp 2JZ-GTE Supra engine work within the constraints of Scion's FR-S.



>>Piggyback computers like GReddy's e-manage Ultimate intercept signals between your car's ECU and the engine's sensors, allowing you to make changes resulting in more fuel and, ultimately, more power.



>>You don't drive a '68 Ranchero, which means whatever it is that you do drive has some sort of ECU that plugs into the car's wiring harness and communicates with the engine using a slew of sensors.



>>Modern engine swaps, like LS engines stuffed into Nissan 240s, almost always mean some sort of fancy engine management system has got to be used.



>>Your car's ECU is integrated into all sorts of wiring harnesses that connect to the engine, the chassis, and even the tranny. Standalones that aren't plug-and-play can result in you having to sort through all of this in order to make it all work.

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TOY GARAGE





» Things don't get much simpler than carburetors, but their ability to yield the sort of air/fuel ratios that make both you and the earth-lovers happy pales to fuel injection.



» HKS' F-CON system has also been around for ages and used by higher-end applications like Supras and Skylines, for example.



» Electromotive's TEC-II was one of the first standalone systems to be used by performance tuners. Its features were severely limited, and used a special sprocket that had to be fastened to the crank pulley in order to determine engine timing.



» Accel's DFI (Digital Fuel Injection) was the other widely used standalone engine management system of the '90s. Fuel and ignition maps were limited to two dimensions with a mere 256 cells' worth of adjustability all from its DOS-based program.

BLIND TO BOOST

Native naturally aspirated engines are famous for not accommodating forced induction shenanigans. The trouble starts with some engines' MAP sensors that are typically calibrated to monitor vacuum—not boost—the results of which will trip a check engine light and toss you into limp mode faster than you can say I shoulda stayed all motor. The solution was as obvious as you think: Head to the local fish and aquarium supply and grab a handful of one-way check valves. Here, a cornucopia of foam-filled valves, vacuum hose, and plastic tees bleed positive pressure away from the MAP sensor before it knows any better.

DIY STANDALONES

In an age where YouTube videos show you how to do everything from filing taxes to milking a cow, that somebody would develop a do-it-yourself, standalone engine management system was bound to happen. But don't think you can just walk into Radio Shack, grab a circuit board and some resistors, and expect anything good to happen. You'll need somebody like MegaSquirt to tell you what you need, how to put it together, and, in most cases, sell it to you.

Pros

- No cheaper standalone alternative
- Offers many of the same features as more expensive systems
- Bragging rights (you just built your own ECU, for Pete's sake)

Cons

- Steep learning curve
- Time-consuming
- Lacks features of higher-end systems

What it takes to get/make your own:

- Start by checking out the do-it-yourself systems on MegaSquirt's website. MegaSquirt's DIY kits include everything from the circuit board and enclosure to the resistors, drivers, and vehicle-specific plugs. Go this route and you're in for a whole lot of soldering and wiring, but it's the closest to building your own system you'll get.

TUNING TIMELINE

Engine control systems have come a long way, especially in the past 20 years. Cars that relied on nothing more than mechanically driven cables, levers, and rods that only your grandpappy understands determined how much fuel should be dumped in and have been replaced by computers so sophisticated, they'll make gramps wish he'd taken that course at DeVry.

What: Carburetors

When we used them: '70s to early '90s
Carburetors are to fuel injectors what the abacus is to your iPad (*What's an abacus? I used a TI-82 in my day. -SD*). Purely mechanical, they draw air and fuel into the intake manifold using a combination of prehistoric needles, jets, and floats that together are about as effective as Galileo's calculator. Still, pre-'90s tuners of the naturally aspirated persuasion looked to carburetors for their ability to draw in more air and fuel and, in some cases, atomize it better than early fuel injection systems could.

What: Rising-rate fuel pressure regulators

When we used them: Early '90s to mid-'00s
Early forced-induction setups knew better than to mix with carburetors, but introducing more fuel still had to happen were inspection holes in engine blocks to be avoided. Rising-rate regulators exponentially increase fuel pressure as boost pressure goes up. For example, push five pounds of boost out of your turbo and all of sudden fuel pressure's 20 psi higher. It worked, sort of...

What: Additional injector controllers

When we used them: Mid-'90s to mid-'00s
At some point, somebody realized that increasing fuel pressure alone wasn't all that effective. Higher-flowing, aftermarket fuel injectors were relatively unprecedented until the mid-'90s, which meant adding more of whatever injectors you already had was the answer. Here, one or two additional ones can be plumbed into the intake piping, much like a single-fogger nitrous system, and are controlled by a separate electronic device that determines when and for how long to open them.

What: Chips and reflashes

When we used them: Mid-'90s to present day
Chipped and reflashed ECUs are typically the simplest solutions. Generally reserved for OBD1 ECUs, third-party ROM chips are one-size-fits-all applications that've got to be soldered directly onto an ECU's circuit board. Reflashed ROM chips allow for the same sort of changes but can be made without having to yank the chip from the ECU and feature the sort of adjustability that more elaborate engine management systems offer. Some ECUs can only be reflashed a few times before they're toast, though, while others can be modified indefinitely.

What: Electronic piggyback controllers

When we used them: Mid-'90s to present day
Piggyback controllers, which gained popularity toward the turn of the millennium, intercept signals between an engine's sensors and its ECU, allowing changes to be made by means of PC-based software or a handheld controller. Here, larger fuel injectors that the factory ECU would normally throw a fit over can be put in place so long as the ECU's fooled into thinking none of this is going on.

What: Standalone systems

When we used them: Late '90s to present day
Nothing this side of a factory ECU is as comprehensive as a standalone engine management system and nothing allows for the same sort of adjustability. It's the only one of the bunch that can replace the original ECU and can control just about anything you throw at it, including factory ancillaries that've got nothing to do with you going any faster. A standalone system's difficulty lies in the system itself as well as the vehicle. Some are simple plug-and-play solutions, like AEM's Infinity for, say, Mitsubishi's Evo that connects right up to the factory plugs. Others are much more complex and can require custom wiring harnesses, sensor swaps, and more.

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performance



>>Stephan Papadakis paved the way for front-wheel-drive drag racers when he broke the nine-second barrier more than 15 years ago. Part of his secret? A standalone system from AEM that allowed him to make the sort of adjustments he previously couldn't.

TUNING PRO Q&A

SS: How are factory ECUs limited?

John Concialdi, AEM Electronics:

In terms of tuning, they're not easily accessible. It's true that there are tuning programs that've cracked certain factory ECUs, but those are specific to a single brand. Standalone ECUs allow for an infinite combination of tuning aids, like boost control that's dependent on gear, rpm, or traction.

Doug MacMillan, Hondata: Once people start modifying their cars, it's useful to be able to monitor additional sensors and drive additional outputs, like boost-control solenoids. Factory ECUs aren't designed for this, which is why we add multi-channel input to S300 and K-Pro.

SS: What's made tunable systems more attainable for the average enthusiast?

JC: Aside from value, software now is easy to understand. We even offer a school for new customers taught by our development engineers. We want people who use our product to be in the winner's circle and not have to tinker with software all weekend.

DM: We're adding software and hardware to a computer that's already designed to operate a Honda engine very well. This helps keep the price down since we don't have to reinvent the wheel.

SS: How have advancements with engine management affected your ability to break records at the track?

Jeremy Lookofsky, championship-winning drag racer: It doesn't matter what level of motorsports you're involved in, having a reliable ECU is key. The current processors, speeds, endless channels that allow for different functions, and sensors that accurately read it all, play a big part in a record-breaking race program like ours.

Stephan Papadakis, championship-winning drag racer, drifter: The main contributor is its ability to control not just the engine but its ancillaries. Early systems only had basic fuel and spark control. We could make big power, but it took several more pieces of electronics to control boost, nitrous, launch rpm, and to data-log.

SS: How has tuning a competitive car today changed versus 20 years ago?

JL: Today, getting a car to run from scratch is 100 percent easier. Simple parameters can be filled in to create a base map, and some manufacturers even offer base maps for common setups. Fifteen years ago, we were all just guessing at these numbers.

SP: ECUs were simple in the 1990s, but there wasn't much information on how to use them. Today, there are pages and pages of parameters that can be adjusted, some of which can wreak havoc if they go unchecked. It takes an expert trained for a particular ECU to get it perfect, though.



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CENTRAL PNEUMATIC

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TURBOCHARGED NISSAN 370Z**



WORDS & PHOTOS: Jofel Tolosa

Since his childhood, Jason Gale has attended car shows, mostly of the hot rod or mini-truck genres.

It wasn't until the early '90s when he started his journey in the Japanese sport compact scene and got his hands on an '87 Honda CR-X Si. He did what any normal enthusiast would do—lower it, install a stereo, and put sportier 15-inch wheels on the car, which was a big deal at the time. A '95 Civic hatch was his next project. He followed the recipe of his previous build, but this time delved into engine bolt-ons and custom wheels, which led to his first taste of entering car shows. Twenty-five years have passed since then, and Jason's been in and out of the scene. Through the years, he's always held a great appreciation for builders who pay close attention to the finer details on their project cars, and it came to a point where he became inspired to build another car for himself, hence this Nissan 370Z.

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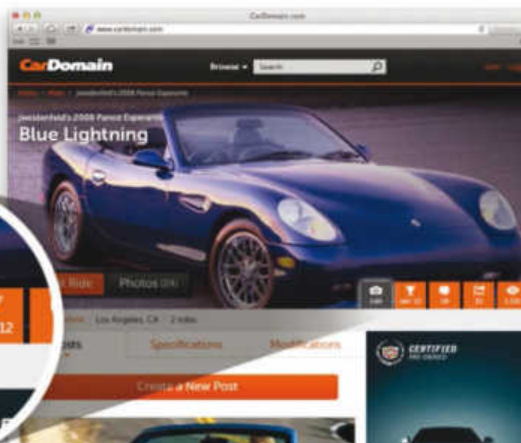
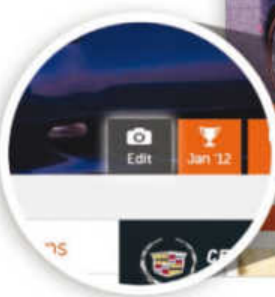


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»The sexy blue paint comes from the Lexus color palette.



»It's hard to tell at first, but this VQ motor is pushing more than 500 hp, thanks to a Precision turbo kit.

Jason knew from the get-go that he wasn't going to leave any aspect of the car untouched, nor skimp and use cheap parts. So the first order of business was adding more power to the VQ37VHR. With extremely harsh winters in Canada, the Z34 was garaged during the cold season as Jason spent his nights and weekends installing a Precision turbo kit, which eventually would be good for 500+hp on pump gas. When it came to the rest of the build, he looked to Bulletproof Automotive. The SoCal-based tuner has a long track record of exceptional builds, not to mention it imports some of the hardest-to-find JDM parts. Jason's Z was shipped to Los Angeles, where it received nothing but the best, including WP Pro brakes, M7 coilovers, and Work Meister wheels. JDM aficionados will be able to appreciate the carbon-fiber Varis aero, Top Secret strut brace (allegedly only three exist in the world), and Takata seats. Bulletproof finished its magic by painting the body a gorgeous Lexus Ultrasonic Blue Mica color.

Jason has finished one of the sexiest Z34s we've seen in the past five years, and today he's passing on his love for cars to his 5-year-old son. "I have fun explaining to him how everything works," he said with a smile. "We also like to flip through *Super Street* together and look at the cool cars. He tells me what he likes and how he's going to build his car one day when he's older." Many trends and styles may have changed since Jason started building Hondas 25 years ago, but one thing is for certain: People like him are securing the future of the JDM tuning scene. He's a role model to his son and a role model to us! 🇺🇸



»This Amuse harness bar is tiiii-taayy-nee-iummmm!

NOTHING TO LOSE

For the past 15 years, Bulletproof Automotive has been supplying high-end parts from Japan, such as Varis, JUN, and Top Secret. The company has also been a specialty import/export automotive dealership—it can get you that R32 Skyline or Hakosuka you've always dreamed of. While its main HQ is in Los Angeles, Bulletproof Automotive has expanded its business to Yokohama, Japan, and Thailand. If you think JDM is all it does, the company has recently pushed into the Tesla tuning market under its new Unplugged Performance division. Unplugged will be offering customers a catalog of interior, suspension, and carbon-fiber aero for the electric Tesla.

TUNING MENU '09 NISSAN 370Z

OWNER JASON GALE

LOCATION ONTARIO, CANADA

OCCUPATION ELECTRICIAN

POWER 522 hp; 476 lb-ft of torque

ENGINE Precision 6266 twin-scroll turbo kit; Treadstone large vertical flow intercooler; TiAL Q blow-off valve, dual MV-S wastegates; 750cc Bosch EV14 injectors; 340-lph fuel pump; GReddy oil filter relocation plate, thermostat; JWT oil pan spacer, oil cooler kit; stainless oil cooler lines and turbo return lines; custom-fabricated exhaust; TOMEI oil cap; Top Secret carbon-fiber engine cover; ZSpeed under shroud; 3Gs custom rear carbon-fiber battery and brake booster covers; R35 GT-R NGK spark plugs; Rad silicone hoses; engine bay wire tuck

DRIVETRAIN Southbend stage 3 clutch, flywheel; ZSpeed Heavy Duty clutch slave cylinder; RJM Performance clutch pedal assembly; TWM short shifter

FOOTWORK & CHASSIS M7 Japan coilovers; SPL Parts front camber arms, rear camber links, eccentric lockout kit; Whiteline front and rear sway bars, rear sway bar endlinks

BRAKES WP Pro EX8 front and L6 rear calipers, 388mm front, 360mm rear slotted rotors

WHEELS & TIRES 20x10.5" +24 front, 20x12" +20 rear Advan GT wheels in Frozen Carbon; 285/35R20 front, 315/30R20 rear Toyo R888 tires; Amuse titanium lug nuts

EXTERIOR Varis Arising II body kit, VSDC dry carbon hood, Hyper-Narrow carbon GT wing; Craftsquare carbon mirrors; NISMO headlights; Lexus Ultrasonic Blue Mica 2.0 paint

INTERIOR Takata Drift Pro LE carbon racing seats, Drift III harnesses; Bride seat rails; painted Amuse titanium harness bar; DCT Motorsport steering wheel; Tommy Kaira shift knob; Innovate Motorsports SCG-1 air/fuel ratio and boost controller gauge; Defi CR 52mm boost, oil pressure and oil temperature gauges; TWM leather boot; carbon-fiber trim kit; Kenwood head unit; 3Gs A-pillar gauge pod

THANKS YOU my wife, Julie, and son, Mackenzie, for putting up with the long hours I spend in the garage and going to all the shows with me; my mom and dad; my very good friend Andrew Astani; Bo, Jonny, Derek, Ben, Avi, and the crew at Bulletproof Automotive; Mike Miller from Toyo Tires Canada; WP Pro Brakes; 3D Products Canada

WWW bulletproofautomotive.com



»The owner wraps his hands around this elegant carbon steering wheel from DCT Motorsports.



»Varis all-around, including the Hyper-Narrow GT wing made from carbon.

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SUPER STREET-EDITION MIATA

Since Mazda's fourth-generation two-seater roadster is scheduled to go on sale soon, we decided to get together with Jon Sibal to help us visualize the perfect Miata. Carbon flares, front lip and wing, new skirts, front air intake, foglights, 'cage, Recaros, and SSR Mesh wheels—now if we could only build it for SEMA...

Rendering: Jon Sibal



TSW

The new Bathurst RF wheel, shown above with the Silver - Mirror Cut Face finish is available in 17, 18, 19, 20 and 21 inch staggered fitments. The Bathurst RF features a brilliant starburst of ten ultra narrow beveled spokes that is as visually light as its actual weight. The Bathurst RF is manufactured using a highly advanced production technique called Rotary Forging. The rim of the wheels is forged at high pressure while the wheel is spun at high speed. This alters the molecular structure and enhances the strength of the alloy. The benefit is a much lighter weight than a regular cast wheel. Most importantly, the weight saving is in the outer rim of the wheel which dramatically reduces rotational mass and enhances vehicle performance. Visit our website for more details and to view the complete line of one-piece, multi-piece and Rotary Forged® wheels.



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